








CLC 96000414
(cont.)

X Collection

INDEX

Page: 1

Barcode Number	Box Number	Total of Volumes	Call Number
LIBRARY OF CONGRESS  0 020 534 938 8	331	88	E169-E178.2 <i>File no. 73 in overruling box</i>
LIBRARY OF CONGRESS  0 020 534 939 A	332	8	E179-E182.M71
LIBRARY OF CONGRESS  0 020 534 940 6	333	75	E182.U5 (1958-1960) no. 1-75
LIBRARY OF CONGRESS  0 020 534 941 8	334A	84	E182.U5 (1951-1952) no. 1-84
LIBRARY OF CONGRESS  0 020 534 942 A	334B	51	E182.U5 (1952) no. 85-135
LIBRARY OF CONGRESS  0 020 534 943 1	335A	144	E182.U5 (1951-1954) no. 1-144
LIBRARY OF CONGRESS  0 020 534 944 3	335B	68	E182.U5 (1954-1955) no. 145-212

Division of Naval History
Ships' Histories Section
Navy Department



X-E 182

.05

HISTORY OF USS ENGLISH (DD 696)

After fighting with the fast carrier task forces in hammering home the last blows of World War II, the destroyer USS ENGLISH fought in Korea when the Communists struck there in 1950.

The destroyer, first ship of the name, was built in the yards of the Federal Shipbuilding and Dry Dock Company, of Kearny, New Jersey. Her keel was laid on 19 October 1943. Ensign Eloise W. English, USNR, daughter of the late Rear Admiral English, christened the new destroyer at the launching ceremonies on 27 February 1944.

Rear Admiral Robert H. English, Jr., USN, for whom the ship was named, was in command of the cruiser ~~HELENA~~ during the Pearl Harbor attack on 7 December 1941. He was later assigned to command the submarine force of the Pacific Fleet and, on 21 January 1943, was killed in a plane crash near Boonville, California. He held the Mexican Service Medal, the Victory Medal with Fleet Clasp, and the Navy Cross.

USS ENGLISH was placed in commission on 4 May 1944, with Commander James T. Smith in command.

After an extensive shakedown cruise off Bermuda, and a post-shakedown availability in the Navy Yard, Brooklyn, New York, USS ENGLISH got underway for her wartime assignment with Destroyer Squadron 62 in the Pacific. Ships in the squadron were AULT, WALDRON, HANK, JOHN W. WEEKS and ENGLISH.

The destroyer arrived in Pearl Harbor on 3 September 1944 and began six weeks of training and qualification exercises. Finally, on 17 December, she got underway for the forward areas, escorting USS BLADEN to Eniwetok.

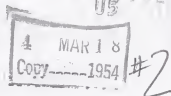
At Eniwetok the other four ships of the squadron joined forces, and the entire group sailed for Ulithi, where they joined fast carrier Task Force 38 on 28 December.

Action began two days later, when the mighty armada sortied for a series of raids which lasted until 26 January 1945, carrying the group from Formosa to Saigon and back to Okinawa before they anchored again at Ulithi.

The first strike was on Formosa, and the second hit Luzon. On 9 January, ENGLISH steamed through Bashi Strait into the South China Sea, as the first Allied surface vessels entered the Japanese stronghold since the beginning of the war.

Heavy seas damaged some of the ships and made life uncomfortable for everyone, but for twelve days the planes from the carrier force swept the French Indo-China coast and made strikes against the Camranh Bay area, Hong Kong, Hainan, Swatow and the Formosa Straits. On one day alone, 12 January, the planes sank 41 ships, totaling over 127,000 tons, to further cripple the Japanese supply force.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS TWINING (DD 540)

The noise and tumult which surrounded the gray Fletcher class destroyer did not slacken as shipyard workmen knocked wedges loose, allowing the sleek ship to slide down the ways into the waters of San Francisco Bay. Another destroyer, the USS TWINING (DD 540) which was later to earn eight combat stars for action in the Pacific had joined our fast growing Fleet.

Launched 11 July 1943 just eight months after her keel was laid 20 November 1942, the TWINING was commissioned 1 December 1943, being sponsored by Mrs. S.B.D. Wood, wife of Commander Wood, USN.

The ship was named in honor of Rear Admiral Nathan C. Twining, USN, born in Boscobel, Wisconsin on 17 January 1869, died 4 July 1924, in Nantucket, Massachusetts. He graduated as an ensign from the U.S. Naval Academy in 1889 and during World War I, served as Admiral Sims' Chief of Staff in Europe and sat as a member of the Allied War Council. He also served as Naval Attache' in London. In addition to the Distinguished Service Medal he held decorations from Belgium, France, Great Britain and Chile.

Shortly after commissioning Commander Ellis K. Wakefield, USN, who assumed command as her first skipper, ordered lines cast off, eased the destroyer away from the dock, passed under the Golden Gate Bridge and headed the TWINING for the open sea in preparation for her shakedown cruise to San Diego.

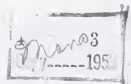
During her shakedown cruise the officers and bluejackets were knitted into a well trained and efficient fighting team. When her shakedown was completed the TWINING returned to San Francisco for a post-shakedown overhaul to eliminate minor discrepancies found during the cruise. Repairs completed, the TWINING slipped under the "Golden Gate", past Alcatraz and set her course for Pearl Harbor. The date was 11 February 1944. GCrewmembers lined her rails and watched the shoreline fade behind them. This was to be their last glimpse of the mainland of the United States for many months to come.

Arriving in Pearl Harbor on 16 February, she immediately underwent extensive training exercises in company with other ships and aircraft of the Pacific Fleet, to further improve her readiness for combat. Training completed on 30 May, she was ready to test her mettle.

Departing Pearl Harbor on 31 May she sortied with units of Task Group 52.17 and sailed for Kwajalein Atoll. Arriving there 8 June she took up anti-submarine patrol off the harbor entrance. After a brief stay at Kwajalein she sortied with Task Group 52.17 and steamed to the island of Saipan in the Marianas group to carry out shore bombardment and subsequent occupation of that enemy installation.

Action began on 14 June when the TWINING fired her first shot in combat, hurling shell after shell into the enemy positions on shore. On 17 June, in company with Destroyer Division 106, she was detached from Task Group 52.17 and joined Task Group 52.7 continuing the attack against Saipan.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS JOHN RODGERS (DD 574)

During two years of almost constant service in the forward area, the JOHN RODGERS had more than her share of scrapes with the enemy, being under air attack twenty-six times.

Construction of this 21-- ton Fletcher class destroyer was begun on 25 July 1941 at the Consolidated Steel Corporation, Orange, Texas. She was launched on 7 May 1942 with Miss Helen Perry Rodgers, daughter, great-grandniece, and great-great granddaughter of the ship's namesakes, serving as sponsor.

The USS JOHN RODGERS honors three members of a family distinguished in naval history -- Commodore John Rodgers, USN; his son Rear Admiral John Rodgers, USN, and the Commodore's great grandson, Commander John Rodgers, USN. The Commodore was outstanding in the War of 1812; the Rear Admiral achieved fame in the Civil War, while the Commander, one of the pioneers in aviation, made the first cross-country flight by a Naval officer.

At her commissioning on 9 February 1943, Commander H. O. Parrish, USN, came aboard as commanding officer. Following shakedown training in the Caribbean and Atlantic, the JOHN RODGERS steamed to Pearl Harbor in June to join the Pacific Fleet as a member of Destroyer Squadron 25.

After training with her squadron for a short period, the JOHN RODGERS joined the screen of a fast carrier task force making raids on Marcus Island, Tarawa Island, and Wake Island. These raids began in the latter part of August and lasted unceasingly until almost the middle of October. After a short respite the JOHN RODGERS again found herself in battle in November. The JOHN RODGERS flagship of Destroyer Division 25, and her division, with a cruiser division moved in to support the Treasury-Bougainville operation. During this operation they beat off repeated Japanese air attacks.

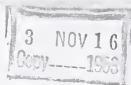
On 8 November an enemy torpedo plane attacked the force and together with the cruiser SANTA FE the JOHN RODGERS was credited with shooting down her first plane. Two torpedoes dropped by the Japs during the attack straddled the new destroyer with near-misses.

From this operation the ship proceeded to the Gilbert Islands invasion, to ~~will give~~ support to the invasion forces. She stayed there until early December 1943, when naval support was no longer needed. The next large operation came in the middle of January, 1944 when the squadron was called upon to participate in the capture and occupation of Kwajalein and Majuro.

During the ensuing month the JOHN RODGERS was kept busy rendering continuous fire support, anti-submarine, anti-aircraft, and bombardments against these islands.

On 20 March the JOHN RODGERS joined a battleship division, to lay a bombardment of 1000 rounds of 5-inch ammunition on enemy coastal defenses at

Division of Naval History
ships' Histories Section
Navy Department



HISTORY OF USS HEALY (DD 672)

Master of the quick strong punch and ever quicker dodge -- that's the HEALY.

The destroyer HEALY was built by the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, where her keel was laid on 3 March 1943. She was named for Lieutenant Commander Howard Raymond Healy, USN, who died on 8 May 1942 in enemy action aboard USS LEXINGTON in the Coral Sea. When the ship was launched on 4 July 1943, she was officially sponsored by Mrs. Howard Healy, widow of the namesake.

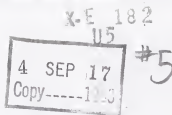
She was delivered to the Brooklyn Navy Yard on 2 September, where she was commissioned the following day, and Commander J. C. Atkeson, USN, took command.

After shakedown trials and outfitting on the East Coast, HEALY sailed for San Francisco, via the Panama Canal. When she put out from San Francisco on that second anniversary of the beginning of the war with the Japs, the crew could not guess what was ahead, but being destroyer men they had a pretty good idea. When they reached Pearl Harbor on 11 December, they teamed up with the most powerful, and most famous group of fighting vessels in naval history -- historic Task Force 58.

After a month of extensive training in carrier operations, USS HEALY sortied from Pearl Harbor on 16 January 1944, with Task Group 58.1. The operation was the assault, capture, and development of various Marshall Island atolls. On 29 January the task group launched its first air strikes. HEALY recovered a pilot from USS ENTERPRISE who had crashed during the pre-dawn launch. Strikes were continued the next day, and on 1 February she was detached from Task Group 58.1 to escort USS WASHINGTON and INDIANA to Majuro Atoll after they had been damaged in a collision.

She rejoined the task group on 12 February when they sortied to make the first assault on Truk. Strikes were launched without opposition on 16 and 17 February. The group was under air attack by Japanese torpedo planes during the night of 16 February, but no damage was sustained. Retirement was commenced on the 18th, and HEALY was shifted to Task Group 58.2 for strikes on the Marianas Islands.

After fueling on 20 February the group began a high speed "run in" towards Saipan and Tinian Islands. Shortly after dark on 21 February intense air opposition developed and the group began an all night ship-versus-aircraft duel. At 2347 a torpedo passed close aboard running up the port side. At 2352 and again at 0026 HEALY shot down Japanese torpedo planes. At 0553 a Japanese "Betty" was taken under fire and brought down, followed by another at 0852. Air attacks ceased shortly after 0900 and strikes against Saipan and Tinian were carried out. The group then retired eastward arriving at Majuro on 26 February 1944.



HISTORY OF USS DRAYTON (DD 366)

During a distinguished career in World War II the destroyer USS DRAYTON earned eleven Battle Stars for action at Tassafaronga, Guadalcanal, New Guinea, Palau and the Philippines.

Constructed by the Bath Iron Works Corporation of Bath, Maine during 1935 and 1945, the ship was named in honor of Commodore Percival Drayton, USN.

Commodore Drayton was born in Charleston, South Carolina in 1810, and was at one time head of the Bureau of Navigation. In the Civil War he commanded PAWNEE at Port Royal, South Carolina during 1861; served with Du Pont at Ft. Sumter; commanded HARTFORD at Mobile Bay in 1864; and was Farragut's fleet captain and chief of staff. He died in 1865.

The first USS DRAYTON, also a destroyer, was built in 1908. She was scrapped and sold in 1935.

The keel of the present USS DRAYTON was laid on 20 March 1934. She was launched on 26 March 1936, with Miss Barbara Edith Drayton, great grandniece of Commodore Drayton serving as sponsor.

USS DRAYTON was first commissioned on 1 September 1936. The destroyer operated in Atlantic waters until just prior to the outbreak of World War II. When the Japanese attacked Pearl Harbor on 7 December 1941, USS DRAYTON was operating with Task Force 12 off the Hawaiian Islands.

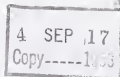
She was then commanded by Commander R. S. Craighill, USN. When the ship received word of the attack, she immediately steamed for Pearl Harbor, where she commenced patrolling the channel entrance.

DRAYTON joined a formation with SS HUMUOLA, SUMNER, MC FARLAND and THORNTON on 24 December enroute to Palmyra. At 1421 on the same day, she suddenly made sonar contact with an enemy submarine. Three depth charges were dropped, followed by three more. At 1505, the bow of a large submarine broke the surface, rose vertically, and sank in about ten seconds. Four additional depth charges were dropped and no further contact was made, although a large amount of oil was spotted on the water.

DRAYTON continued to operate with the same Destroyer Division. In the latter part of December, the destroyer commenced patrolling off Christmas Island. While patrolling on 7 January, all hands were called to general quarters when a lookout sighted a torpedo wake coming for port to starboard crossing stern.

The ship was brought hard left and speed increased. During the turn, another torpedo passed across the bow. Two additional torpedoes were fired from dead ahead, and passed along each side close aboard. A periscope was sighted next, and DRAYTON's batteries opened fire. She increased her speed to ram the submarine, dropping six additional depth charges before the contact was lost.

Division of Naval History
Ships' Histories Section
Navy Department



BRIEF HISTORY OF USS CORMORANT (ATO 133 ex AM 40 ex AT 133)

The minesweeper USS CORMORANT was constructed at the Todd Shipbuilding Corporation, New York, during 1918 and 1919. Her keel was laid on 4 September, 1918, and she was launched on 5 February 1919. CORMORANT was first commissioned on 15 May 1919. Sponsor for the ship was Miss Marie E. Villaire, daughter of a foreman at the Robins Dry Dock Company.

Although not completed in time to participate in any action during World War I, the ship did participate in the Invasion of Normandy during World War II as an ocean-going tug.

On 1 November 1942, CORMORANT was assigned to special duty with the Bureau of Ordnance Experimental Mine Detachment and was operating out of the Navy Yard, Washington, D. C. At this time, she was under the command of Lieutenant Commander E. E. Garcia, USN. He was relieved in March 1943 by Ensign B. E. Gregger, USN.

From November 1942 to April 1943, USS CORMORANT operated out of Maryland ports and Norfolk, Virginia. In May 1943, Lieutenant H. V. Randolph, USN, assumed command, relieving Ensign Gregger.

In May, the ship commenced operating under Service Force, Atlantic Fleet. On the 9th, she proceeded to Port Tanamo, Cuba, to refloat the grounded F. MARION CRAWFORD. CORMORANT returned to the Naval Base, Charleston, South Carolina on 24 May 1943 for repairs.

Voyages were made to Tompkinsville, Staten Island; Argentia, Newfoundland; and Reykjavik, Iceland in July 1943. She continued to operate in and around Iceland until mid-October 1943 when she departed for Londonderry, Northern Ireland. CORMORANT left for Kilcreggan, Scotland, in mid-November 1943.

After escorting convoys to Plymouth and Dartmouth, Devonshire, the tug returned to Falmouth, England, where she performed various towing and escort services during February, March, April, May and June 1944, in English ports.

In early June 1944, CORMORANT left Leo-on-Solent bound for Arromanches, Normandy, arriving on 18 June. She participated in the invasion of Normandy from 6 to 25 June 1944. On 18 June, CORMORANT was attacked by enemy aircraft which commenced a strafing attack. However, very little damage resulted, and she anchored off Port En Bessin, France several days later.

The ship was assigned to salvage work on Omaha Beach on 23 June under Task Force 124. CORMORANT performed numerous refloating jobs on ships that were beached. On 24 July, she received orders to depart Omaha Beach enroute to Southampton, England.

She moored alongside USS MELVILLE in Portland Harbor, England on 1 August, and underwent a tender availability period. The work was soon completed

4 SEP 17
Copy-----1963

#7

HISTORY OF USS MELVILLE (AD 2)

Foundry and forge were her weapons of war. Clattering hammers and humming lathes along her decks proved as effective in defeating the enemy as the mighty blast of a battleship's batteries.

Haven, hospital, and tender for battle-scared and storm-smashed vessels, the destroyer tender USS MELVILLE, affectionately known as "Old Mother Melville," went through two World Wars keeping the fleet in fighting trim. For thirty-three years she plodded the seas, piling up a record of duty at sea and in foreign waters rarely matched in naval history.

The old destroyer tender's story began on 11 November 1913, when her keel was laid in the yards of the New York Shipbuilding Corporation. She was launched on 2 March 1915, when Miss Helen Woolstron Neel christened her in honor of her grandfather, Rear Admiral George W. Melville, USN. The ship was placed in commission on 3 December 1915, with Commander H. B. Price, USN, as her first commanding officer.

Rear Admiral Melville, who served as Chief of the Bureau of Steam Engineering from 1887 to 1903, received many honors from scientific societies here and abroad. He was commended for his ability and zeal in various squadrons during the Civil War, and later was advanced fifteen numbers for his heroism in endeavoring to rescue survivors of the JEANETTE expedition, lost while attempting to find a Northwest passage from the Pacific to the Atlantic north of Canada.

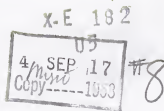
The ink was barely dry on the United States' declaration of war on 6 April 1917, when MELVILLE received rush orders to get underway for Queenstown, Ireland. There she was to service the U. S. Destroyer fleet which was operating with the British and French in keeping the Atlantic convoy lanes free. MELVILLE remained at Queenstown until January 1919.

In June of 1919 the ship was transferred to the FOURTH Destroyer Squadron, Pacific Fleet, and got underway for her new assignment in mid-July. During her voyage to Panama, however, one of her boiler tubes blew up, killing five men. USS ORION answered the ship's distress signals and towed her on into Colon, where she was repaired.

During the years of peace, USS MELVILLE was all over the world, wherever Navy ships and men needed her. She was a familiar and welcome sight wherever she dropped her well-worn anchor. And when World War II exploded at Pearl Harbor, she was ready, under the command of Captain L. J. Stecher.

MELVILLE was the first American naval vessel to go to Ireland after Pearl Harbor, running the U-boat blockade at its height. She set up the first American naval base in Ireland, leaving 200 of her crew in charge when she sailed to Iceland in April 1942, for duty in that frigid, fogbound post.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS HALL (DD 583)

During her two years of war-time duty the destroyer USS HALL participated in eight major operations, steaming with the carrier task forces, providing shore bombardment for amphibious assaults, and screening the tankers and supply ships in logistic support.

Named for a revolutionary War hero, the ship was built by the Boston Navy Yard, where her keel was laid on 16 April 1942. Mrs. Elizabeth Williams Greenleaf, a great-granddaughter of the ship's namesake, christened her on her launching, 18 July 1942. USS HALL was first placed in commission on 6 July 1943, under the command of Commander J. F. Delaney, USN.

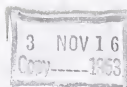
Lieutenant Elijah Hall, for whom the ship was named, served under John Paul Jones during the Revolution. He was aboard RANGER when she captured HMS DRAKE off Carrickfergus in 1778, and was assigned to command the crew which took the prize to Brest. He continued on board RANGER until his capture at Charleston, South Carolina, in 1780. Lieutenant Hall spent the rest of the war in prison, returning to Portsmouth, New Hampshire, when released. He held many positions there, including Naval Officer of the Port, until his death in 1830.

USS HALL spent August and September of 1943 on a shakedown cruise to Bermuda and Casco Bay, Maine. During October she was on escort duty along the Atlantic coast. In November she put to sea as one of the escorts for USS IOWA, carrying President Franklin Roosevelt to the Teheran conference. HALL made port in Sierra Leone, Africa, and while there participated in a submarine hunt. In December she joined IOWA at Dakar to act as escort on the return voyage.

Before the end of the year HALL had transited the Panama Canal and, after calling at San Diego, arrived at Pearl Harbor on 11 January 1944. An assignment as a fire support ship in the invasion of the Marshall Islands was waiting, and on 22 January she got underway from Pearl Harbor, screening troop-laden transports.

At sunrise on the 30th, HALL joined two cruisers and three destroyers in a bombardment of Tarao, concentrating on runways and gun emplacements. Despite some counterbattery fire, HALL blew up an ammunition dump, as the group silenced the shore batteries and denied the Japanese any use of the airbase during the invasion. When their work was done, the ships departed for Kwajalein, where HALL was ordered to harass the enemy on Ebeye Island through the night.

During the next day she screened USS SAN FRANCISCO, pausing in the afternoon to pick up a Japanese seaman who had been in the water for 36 hours. Taking up anti-submarine patrol, the ship made one voyage to Majuro and on the 15th was sent to assist a scout plane from COLORADO which had made a forced landing in Namu Atoll. The same day she joined the striking force bound for Eniwetok.



HISTORY OF USS TANTALUS (ARL 27)

Built as an LST, USS TANTALUS was converted to an amphibious repair ship in 1945, and used as a tender and repair ship for LCTs in the Leyte Gulf area after the war was over.

The ship was built by the Chicago Bridge & Iron Company at a prairie shipyard in Seneca, Illinois. Placed in reduced commission in mid-January 1945, the vessel made the long trip down the ice-clogged Mississippi as LST 1117, and, after pausing in Mobile, Alabama, and Panama City, Florida, nosed up the St. Johns river and moored in her assigned berth at the Gibbs Engine Works in South Jacksonville, Florida, where she was to be converted.

On 5 June 1945 USS TANTALUS, named for a character in mythology, was placed in full commission under the command of Lieutenant Frank L. Guberlet, USNR. Shortly after commissioning, she reported to Norfolk, Virginia, for a ten-day shakedown, additional fitting out, and eight days of availability at the Portsmouth Navy Yard. Pronounced fit, she first headed north to Davisville, Rhode Island, where she picked up pontoons to be carried to the forward areas.

Twenty-four hours later TANTALUS set a southerly course, with the Panama Canal as her first destination. From there she was routed to Pearl Harbor, via San Diego, California. Then, on 14 August 1945, as the lines were singled up and the gangway removed, the whistles and sirens of downtown San Diego were joined by every ship in the harbor as the news of the Japanese surrender was announced. The war was over, and not a single man on board had ever imagined himself leaving the United States on such a day, but by dusk she was outside the harbor, and out of range of the sirens and the celebration.

The end of the war brought more traffic to already-overcrowded Pearl Harbor, and TANTALUS there transferred her first discharges before continuing across the Pacific to Guam, via Eniwetok. At Guam she prepared to settle down to her repair work, but after three weeks was ordered to Leyte to relieve USS REMUS in San Pedro Bay as tender and repair ship for LCTs. Arriving in San Pedro Bay on 12 October 1945, she shifted her anchorage a month later to Guian Roadstead off Manicani Island where, between typhoon warnings, LCTs clustered about her sides for repairs and services.

USS TANTALUS was disposed of through the Foreign Liquidation Commission in January 1947.

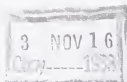
* * * * *

STATISTICS

OVERALL LENGTH	328 feet	BEAM	56 feet
DISPLACEMENT	2115 tons	SPEED	12 knots

* * * * *

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS SEA POACHER (SS 406)

Although built late in World War II, the submarine USS SEA POACHER completed four war patrols before the cessation of hostilities, operating as a life guard for plane strikes and as an advance picket for fast carrier task forces.

The vessel was named "SEA POACHER" for a fish of the Agonidae family which lives in semi darkness at depths up to fifty fathoms from the Bering Sea southward to Puget Sound. The keel for the SEA POACHER was laid by the Navy Yard at Portsmouth, New Hampshire on 23 February 1944 and was launched on 20 May 1944. Mrs. Hazel J. Spiller, wife of Commander J. H. Spiller, hull superintendent of the Navy Yard, acted as official sponsor. Commander F. M. Gambacorta, USN, took command of the ship when she was placed in commission on 31 July 1944.

The SEA POACHER began her war career on 19 November 1944, when she slipped out of Pearl Harbor with the PIRANA and SEA OWL, bound for the East China Sea. After voyage repairs in Saipan, the trio set course for Iwo Jima.

During the afternoon of 3 December as the ship was steaming on the surface a lookout sighted what appeared to be a periscope close aboard. The SEA POACHER turned away at full speed to avoid the contact. Another lookout reported a torpedo wake astern but contact could not be made with the supposed submarine.

On 20 December the SEA POACHER found her first torpedo target, a small patrol cargo but the four torpedoes fired all ran under the target. The submarine came in for another close call three days later on the 23rd when what appeared to be the wakes of four torpedoes appeared on her port hand. She evaded the tracks, but again could not make contact with the enemy.

Christmas dinner was served to the crew as the ship lay submerged 18 miles off Southern Japan.

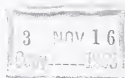
No more contacts worthy of torpedoes were made, and the sub ended her **first patrol** on 31 January 1945, as she entered port and moored alongside the USS SPERRY in Guam.

The SEA POACHER was assigned to an area northeast of Formosa for her second patrol, which lasted 50 days. The results were disappointing, as only four contacts were made and each of these proved to be ships so small that it was not worth while to sink them. The ship returned to Midway, arriving on 27 March after a fueling stop in Saipan.

Lieutenant Commander C. F. Leigh, USN, was in command of the ship when she left Midway on 26 April 1945 for her **third patrol**, headed for the Kurile Islands.

On 11 May the submarine got her first chance to draw blood when a group of small craft was sighted on the northwest side of Shimushiro To. Although a

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS LEOPARD (IX 122)

Built as a Liberty ship by the Maritime Commission, SS WILLIAM B. BANKHEAD was acquired by the Navy in December of 1943 and converted for use as a tanker. She was christened USS LEOPARD and placed in commission on 26 December 1943.

The ship, built by the Delta Shipbuilding Company of New Orleans, Louisiana, was originally designed for transporting general cargo. Under Navy direction, the cargo spaces were converted to storage tanks for fuel oil, while false booms were added to the above-deck structures so that the ship would resemble a cargo vessel. This was done to minimize the chance of attack on the ship since, with fuel oil playing a vital role to the Fleet, a tanker had become a coveted prize.

USS LEOPARD left the United States in January, 1944, and proceeded to the Southwest Pacific, where she remained until moving to the Philippines following the landings on Leyte in October 1944. During her service in the Pacific, the ship fueled more than 500 different ships, discharging better than two and a quarter million barrels of fuel oil to Naval and merchant vessels of the United States as well as those of several of the Allied Nations.

One of the most interesting and difficult assignments in the ship's fueling record was the task of fueling the battleship USS WASHINGTON, as that ship lay in drydock.

Following the end of the war, USS LEOPARD was returned to the Maritime Commission by a directive of June 1946.

* * * * *

STATISTICS

OVERALL LENGTH	442 feet
BEAM	57 feet
SPEED	11 knots
DISPLACEMENT	3665 tons

* * * * *

Compiled: October 1953

Division of Naval History
Ships' Histories Section
Navy Department

EX 182
U5
THE LIBRARY OF
CONGRESS
SERIALS ACQUISITION
DEC 1953
#12

HISTORY OF USS RINGGOLD (DD 500)

The 2100 ton destroyer, USS RINGGOLD, in 34 months of war duty, traveled the equivalent of eight times around the world, participated in every major Pacific operation from Tarawa to Okinawa, and closed her war record without the loss of a man.

Built by the Federal Shipbuilding and Dry Dock Company, Kearney, New Jersey, the RINGGOLD was launched on 11 November 1942, less than five months after the laying of the keel to establish a new record for the construction of this type of destroyer. The ship was sponsored by Mrs. Arunah Sheperdson Abell, grandniece of the late Rear Admiral Cadwalader Ringgold, for whom the vessel was named.

DD 500 was the second destroyer named in honor of Admiral Ringgold, the first DD 89 having been launched in 1918 and transferred to Great Britain in 1940. Admiral Ringgold was born in Washington County, Maryland in 1802. He served with the Wilkes expedition to the Antarctic in 1840 in command of the PORPOISE and in 1850 commanded the Ringgold expedition in the Pacific, surveying from Australia to the Bering Strait obtaining meteorological, hydrographic and other scientific data. He also received the thanks of Congress for the daring and skill displayed by him while in command of the sailing ship SABINE in the rescue of a battalion of Marines at sea in a steamer on a lee shore, and the search and rescue of the battleship VERMONT.

Commander Thomas F. Conley, Jr. USN, came aboard as skipper at the commissioning ceremonies on 24 December 1942. The shakedown cruise from Brooklyn Navy Yard to Guantanamo Bay, Cuba and back, lasted until 18 February 1943. Until 21 July the ship operated with new aircraft carriers in the Trinidad area. On 21 July the RINGGOLD left New York Harbor enroute to the Pacific traversing the Panama Canal on 27 July 1943.

Upon her arrival in Pearl Harbor, the RINGGOLD reported to the Commander-in-Chief, U.S. Pacific Fleet, and hoisted the pennant of Commander Destroyer Division 50. After several weeks of training she joined a fast carrier task force for the air strikes of 31 August against Marcus Island. Following this operation the task force launched air strikes against Tarawa. On the 5th and 6th of October the RINGGOLD received her baptism of fire when with other units of the Pacific Fleet she bombarded Wake Island in a combined air and surface bombardment.

On the 20th of November 1943, the RINGGOLD in company with the DASHIELL steamed through the pass into the lagoon at Tarawa, enemy shells falling all around them. Their mission was to take under fire the shore installations before the first assault waves hit the beach and give them close fire support thereafter. Since larger vessels could not as yet venture into the lagoon these two destroyers furnished the only support fire that the beach defenses received. The RINGGOLD was hit twice by enemy shells, both duds. One hit pierced the hull in the after engine room below the water line, but her Chief Engineer, Lieutenant Commander Wayne A. Parker, USNR, duplicated a famous Dutch Legend by plugging the hole with his body until emergency repairs could be made.

OFFICE OF
COMBATS
SERIAL RECORD #13
1953
K-152
U5

HISTORY OF USS JOBB (DE 707)

The destroyer escort USS JOBB lived up to her mission of taking over many of a full-size destroyer's task by earning three Battle Stars in the Pacific Area during World War II.

The ship was built by the Defoe Shipbuilding Company at Bay City, Michigan, where her keel was laid on 20 December 1943. Mrs. Stanley L. Jobb, mother of the ship's namesake, christened the new vessel as she slid down the ways on 4 March 1944. After making the long trip down the Mississippi, the USS JOBB was placed in commission on 4 July 1944 at the Algiers Naval Station, New Orleans, Louisiana. Her first commanding officer was Lieutenant Commander Herbert M. Jones, USNR.

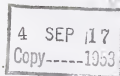
The ship was named for Pharmacist's Mate 3c, Richard Patrick Jobb, USNR. Jobb was posthumously awarded the Silver Star "For conspicuous gallantry and intrepidity during action against enemy Japanese forces in the vicinity of the Mamara River, Guadalcanal, Solomon Islands, January 26, 1943. Promptly responding to a call for aid from a patrol subjected to enemy machine-gun cross-fire, JOBB rushed forward one hundred and fifty yards through intense Japanese sniper fire. Despite the danger, he rendered competent and skillful service to the seriously wounded until he himself was killed by enemy fire. His courageous devotion to duty was in keeping with the highest traditions of the United States Naval Service. He gallantly gave up his life for his country." He was born 17 March 1920 in McCormick, Washington.

Her Bermuda shakedown cruise completed, the new destroyer-escort entered Boston on 17 August for her post-shakedown yard period. On 1 September she sailed to Norfolk, Virginia, to join Escort Division 74, (RUDDEROW, HODGES, HOLT and CHAFFEE.)

Ordered to search for a reported German submarine off Norfolk the JOBB conducted an unsuccessful search until 11 September, when she was forced to abandon search to avoid a hurricane moving up the coast. Enroute to Norfolk she sighted a torpedoed merchantman and made an anti-submarine sweep through the area without contact. Anchoring in Hampton Roads, she successfully rode out the hurricane, although she was forced to re-anchor several times when the winds of 60 to 70 knots caused her anchor to drag.

After a short period on escort and hunter-killer assignments, the ship got underway with her division for the Pacific, transiting the Panama Canal on 23 October 1944. Refueling at Galapagos and the Society Islands, she reported to the Service Force, SEVENTH Fleet, in Humboldt Bay, New Guinea, on 21 November.

A week later she left on the first of several convoys to Leyte Gulf. Many times the slow convoys would move at only 4.5 knots, an easy target for Japanese submarines. The first group reached Leyte Gulf on 1 December. Eleven days later she got underway with a convoy for Mindoro, scheduled to arrive two days after the first landings there. Since the convoy was making



HISTORY OF USS FALL RIVER (CA 131)

One of the most powerful heavy cruisers ever constructed for the United States Navy is USS FALL RIVER, named for Fall River, Massachusetts. The keel of the heavy cruiser was laid on 12 April 1943 at the New York Shipbuilding Corporation where she was constructed. FALL RIVER was launched on 13 August 1944 in Camden, New Jersey with Mrs. Alexander C. Murray, wife of the Mayor of Fall River serving as sponsor.

Late in June 1945 the entire crew went aboard the ship and, on 1 July, USS FALL RIVER was placed in commission under the command of Captain David S. Crawford, USN.

Ceremonies were held in the Philadelphia Navy Yard, where the final fitting out took place. On 5 August 1945 the mighty man-of-war proceeded down the Delaware River to sea, commencing her shakedown cruise.

Eight weeks of intensive drills followed the arrival of USS FALL RIVER at Guantanamo Bay, Cuba. The final operation was a 24 hour bombardment of Culebra Island. Enemy air attacks and other battle conditions were simulated, to give those new to such operations the feel of normal operation in time of war.

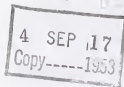
From Culebra FALL RIVER returned to Philadelphia, Pennsylvania, for a post-shakedown period. She was in Boston, Massachusetts on 25 October to celebrate Navy Day. During the following days, the mayor and many citizens of Fall River visited the ship.

On 29 October 1945 FALL RIVER started her service in the Fleet. The first assignment was one of short duration with the Operational Development Force in Norfolk, Virginia. In January 1946, she was transferred to the Pacific Fleet, and duty in the "CROSSROADS" Operation, the atomic bomb tests. She transited the Panama Canal in February, and steamed to her new home base in San Pedro, California.

FALL RIVER departed San Pedro on 6 March 1946 enroute to Pearl Harbor where she underwent alterations to serve as a flagship. The cruiser steamed out of Pearl Harbor on 21 May 1946, flying the flag of Rear Admiral F. G. Fahrion, Commander of the target vessels group.

U. S. Navy combatant ships used in the Atomic Bomb project included four battleships, two carriers, two cruisers, 16 destroyers and five submarines. In addition to the combatant ships, 15 transports were used. Also used in the test were the German heavy cruiser PRINZ EUGEN, the Japanese battleship NAGATO, and the Japanese light cruiser SAKAWA.

Nearly 200 ships were involved in the experiment, which took place on 1 July 1946. The ships sunk in the first blast were GILLIAM, CARLISLE, LAMSON, ANDERSON and the Japanese light cruiser SAKAWA. Many of the ships were twisted and blackened, and none had completely escaped damage.



HISTORY OF USS EUROPA (AP 177)

USS EUROPA, the largest prize of war in shipping history was taken over by twenty-six men of the United States Navy as she lay at anchor in Bremerhaven, Germany, on 8 May 1945.

The ship, displacing 49,746 tons, was then taken to New York for refitting as a naval transport. When her conversion was complete, she was to carry 10,000 troops. However, her design made her uneconomical for transport duty, and she was returned in 1946.

Built by Blohn and Voss in Hamburg, Germany, the ship set a trans-Atlantic record on her maiden voyage for the North German Lloyd line, with a run of four days, seventeen hours and six minutes, made in March of 1930. When the war began, the ship was caught in Germany, where she remained with only a care-taker crew. Three thousand Nazi troops had been quartered aboard shortly before the Allies took the city, but EUROPA's war activity was otherwise restricted to two voyages to Hamburg.

When it was decided that the prize ship would be converted to a United States troop ship, the name USS EUROPA (AP 177), was assigned on 1 August 1945, the original German assigned name being retained.

While still tied up at Bremerhaven, preparations for conversion were commenced, and with American supervising the work, EUROPA was gone over from stem to stern. The entire engineering plant was cleaned and dock-tested and the hull painted in Navy transport gray.

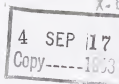
With partial conversion completed and a crew of 960 aboard, EUROPA was commissioned as a vessel of the United States Navy on 25 August 1945, with Captain Benjamin Franklin Perry, USN, serving as her first American commanding officer.

In September 1945, EUROPA arrived at the New York Navy Yard Annex at Bayonne, New Jersey, where she discharged some 4500 troops she had transported from Europe. There she stayed for about 45 days undergoing completion of the conversion perviously started in Bremerhaven, Germany. The complete conversion involved installing standee berths in practically all rooms not used by the ship's company. This alteration gave EUROPA a capacity of berthing space for approximately 10,000 troops.

Upon completion of conversion and after having participated in the Atlantic troop-carrying run, returning personnel from the European theater, it was decided by the Navy Department on 26 February 1946 that EUROPA would no longer be retained by the United States.

In announcing the action concerning EUROPA, the Navy Department revealed that the design and construction of the ship made her unsuitable either for use in the Pacific or for peacetime operation as a passenger vessel. Lack of fuel and fresh water capacity for long distances required in Pacific

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS EURYALE (AS 22 ex SS HAWAIIAN MERCHANT)

The submarine tender USS EURYALE (AS 22), was originally constructed for the Matson Line by the Federal Ship Building and Drydock Company at Kearny, New Jersey in 1941. The ship was named SS HAWAIIAN MERCHANT until the name EURYALE, one of the Gorgons, of Greek Mythology, was assigned by the Navy on 12 November 1942.

USS EURYALE was acquired by the Navy on 15 April 1943 and underwent conversion at the yard of the Todd-Erie Basin Drydocks, Inc., in Brooklyn, New York. She was commissioned on 2 December 1943 with Captain Harry A. Guthrie, USN, serving as her first commanding officer.

After loading, provisioning, post-conversion trials, and training of the crew, EURYALE reported to Commander Submarine Force, U. S. Atlantic Fleet for shakedown and military inspection at New London, Connecticut. During the first weeks of January 1944, intensive drills and exercises were conducted, and when accepted as a member of the fleet, EURYALE departed for the Southwest Pacific via the Panama Canal.

Enroute to Brisbane, Australia, stops were made in the Galapagos Islands and Bora Bora, Society Islands, for refueling. Upon her arrival, EURYALE reported for duty to Commander Submarines, SEVENTH Fleet, and after loading provisions and supplies, departed for Milne Bay, New Guinea, to relieve USS FULTON.

During the following ten weeks, fourteen submarines were repaired and refitted by EURYALE, as well as numerous surface ships.

At the end of May, EURYALE got underway to establish a forward base and submarine rest camp at the newly-won Admiralty Islands. While refitting twenty-six submarines during the next two months, the task of clearing a small island, constructing buildings, and installing the necessary equipment for a satisfactory rest camp was completed by EURYALE personnel, as well as the construction of a large fleet officers' club on Manus Island. EURYALE was then ordered to Brisbane, thence to Fremantle, Western Australia.

When USS EURYALE departed for Pearl Harbor seven months later, an additional forty-five major refits to submarines had been completed as well as numerous repair jobs to surface ships.

In December 1944, Captain Harry A. Guthrie was relieved as commanding officer by Commander Ralph R. Gurley, USN.

During the summer of 1945, extensive repairs and services were made to twenty-one submarines. Shortly before the formal surrender of Japan, EURYALE departed for Guam. While awaiting orders, she participated in the development of the submarine base and rest camp at Guam, and prepared to work on Japanese prize submarines.

4 SEP 17
Copy-----1953

#17

HISTORY OF USS EUGENE E. ELMORE (DE 686)

Even though constructed late in World War II, the destroyer escort USS EUGENE E. ELMORE was completed in time to participate in four operations in the Atlantic and Pacific. She was built by the Bethlehem Steel Co., in Quincy, Massachusetts, during the latter part of 1943, and was named in honor of Lieutenant Commander Eugene Evans Elmore, USN.

Lieutenant Commander Elmore was killed aboard the cruiser USS QUINCY which was sunk during the Battle of Savo Island on 9 August 1942.

The keel of the destroyer escort was laid on 27 November 1943, and she was launched on 23 December 1943. Mrs. Marie L. Elmore, widow of Lieutenant Commander Elmore, served as sponsor.

USS EUGENE E. ELMORE was commissioned on 4 February 1944 at the Fore River Shipyard after an impressive ceremony, and Lieutenant Commander George E. Conkey, USN, assumed command.

She departed in February enroute to Bermuda where shakedown was conducted. Shakedown was completed on 8 April 1944 when the destroyer escort arrived at the Navy Yard, Boston. During the voyage to Boston, she escorted the fleet tanker MATTAPONI into New York Harbor from Bermuda.

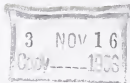
Following the shakedown period, USS ELMORE underwent a period of intense training from 8 to 19 April 1944. April 22, 1944 found the destroyer escort departing Hampton Roads, Virginia, as a part of a "hunter-killer" task group consisting of BLOCK ISLAND, AHRENS, BARR and BUCKLEY. The group proceeded to the vicinity of Cape Verde Islands to operate offensively against enemy submarines in that area.

On 2 May 1944 carrier planes made radar contact on an enemy submarine, which started an intensive search by both planes and the escorts. Three days later on the 5th, a surfaced Nazi submarine was spotted by one of the carrier planes. BUCKLEY was immediately ordered to the point of the contact, some 20 miles from the BLOCK ISLAND's position. When BUCKLEY reached the point of contact, she caught the Nazi submarine on the surface and sank her after a furious surface battle which resulted in minor damage to the escort.

The following day ELMORE and AHRENS made an underwater contact on an enemy submarine. ELMORE made a series of attacks, dropping depth charges throughout the afternoon. At one point, the conning tower of the enemy submarine broke the surface, and several minutes later a torpedo wake was spotted on the port quarter. ELMORE maneuvered radically, and the torpedo passed on the starboard side of the ship about 50 yards away.

After dropping several depth charges, large quantities of fuel oil were seen to come to the surface. The search was continued for two days by the aircraft, which reported oil on the surface as far as they could see. No further trace of the U-boat was discovered.

Division of Naval History
Ships' Histories Section
Navy Department



U F

18

HISTORY OF USS GARDINERS BAY (AVP 39)

The seaplane tender, USS GARDINERS BAY (AVP 39), was built by the Lake Washington Shipyard at Houghton, Washington. Her keel was laid on 14 March 1944, and she was launched on 2 December 1944. Mrs. George L. Richard, wife of Lieutenant Commander Richard, USN, served as the ship's sponsor.

USS GARDINERS BAY was named for a bay off the coast of Long Island, New York. She was commissioned on 11 February 1945, with Commander Carlton C. Lucas, USN, serving as her first commanding officer.

Following commissioning, GARDINERS BAY conducted fitting out and pre-shakedown operations in the Puget Sound Area under the cognizance of the Commander, Fleet Operational Training Command, Pacific, Subordinate Command, Seattle, from 11 February to 1 March 1945. Fitting out completed, she departed Seattle on 1 March enroute to San Diego with a two day stop-over at Alameda, California.

Upon arrival at San Diego, shakedown training under direction of the Commander, Fleet Operational Training Command, Pacific, San Diego, was conducted from 7 March through 6 April 1945. The shakedown period, although without outstanding incident, was very successful as was the post shakedown upkeep period at the Naval Repair Base, San Diego, from 7 April through 17 April 1945.

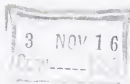
Following the upkeep period, GARDINERS BAY reported to the Commander Fleet Air, West Coast, for orders. On 20 April 1945 she departed San Diego enroute to Pearl Harbor, arriving on 26 April 1945. Departing Pearl Harbor on 30 April 1945, she proceeded to Eniwetok, Marshall Islands, arriving 8 May 1945, where ten days training in forward area seaplane tending was conducted with Carrier Aircraft Service Unit THIRTY-FOUR, Patrol Bombing Squadron NINETEEN under the direction of Commander, Naval Air Base, Eniwetok.

On 19 May 1945 GARDINERS BAY was again underway, this time for Saipan, Marianas Islands, where a brief stop, from 22 May to 30 May, was made for fuel, provisions, and cargo for Fleet Air Wing ONE. This was followed by a voyage to Guam, Marianas Islands on 31 May, an overnight stop, then departure for Kerama Retto, Nansei Islands on 1 June 1945.

The voyage to Kerama Retto was highlighted by the close proximity of a typhoon which necessitated a reversal of course, and the ship fighting its way out of the danger zone. However, no damage was done and the remainder of the trip was without incident.

On 7 June 1945 GARDINERS BAY arrived at Kerama Retto and reported to Commander Fleet Air Wing ONE for duty. The following two weeks were devoted to routine fueling and tending of planes for the various Patrol Bombing Squadrons basing Kerama Retto, but on 23 and 24 June the officers and men of Rescue Squadron FOUR reported on board for temporary duty and commenced Air Sea Rescue Operations from GARDINERS BAY. At this time the Commanding Officer of GARDINERS BAY received orders from Commander Fleet Air Wing ONE to form an Air Sea Rescue Unit, utilizing Rescue Squadron THREE, Rescue Squadron

Division of Naval History
Ships' Histories Section
Navy Department



#19

HISTORY OF USS GUAVINA (SS 362)

During her six war patrols the submarine USS GUAVINA is officially credited with sinking more than 32,000 tons of shipping which the Japanese needed desperately to supply their war effort. In addition, the ship rescued seventeen flyers who had been forced down in enemy waters.

Built by the Manitowoc Shipbuilding Company at Manitowoc, Wisconsin, the submarine was named a fish found in the freshwater streams of the West Indies and the Atlantic shores of Mexico and Central America. The ship's keel was laid on 3 March 1943 and her launching took place on 29 August 1943. Miss Marie Roen, a Manitowoc resident, acted as sponsor.

USS GUAVINA was first placed in commission on 23 December 1943. Commander Carl Tiedeman was the ship's first commanding officer.

After training exercises and trials on Lake Michigan, the submarine began her journey down the Mississippi on 16 January 1944. From New Orleans she sailed to Pearl Harbor via the Panama Canal, making port on 12 March. Her first war patrol began on 6 April 1944 when Commander Tiedeman conned her out of the harbor and set her course for the Bonin Islands.

Refueling at Johnston Island, she was in position for her first attack on 19 April, when she got off a snap shot at a small trawler. Heavy seas caused the missile to run under the target and prevented any gun action.

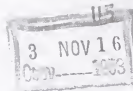
Three days later the submarine came to battle surface to engage two small trawlers. One of the vessels made good his escape, but the second was sinking as GUAVINA left the area.

On the 25th, a large merchantman accompanied by one escort came into view, and GUAVINA began a submerged approach. After reaching a position only 580 yards away, she fired four stern torpedoes and swung for a bow shot as the target changed course, thus avoiding the first torpedo spread. Three of the bow torpedoes found their mark and GUAVINA went deep to avoid a haphazard depth charging.

A convoy report from USS SAWFISH sent the sub out to intercept, and shortly before sunrise five ships appeared. A zigzag threw the sub out of position and so she surfaced to begin running around the convoy.

Diving, she waited for over an hour until the ships came into position. Firing three torpedoes at the center freighter, the skipper heard three tremendous explosions with the target engulfed in thick black smoke as she swung for a shot at another cargo ship. Two explosions were then heard, followed by a tremendous blast which shook the sub as she went deep to escape depth charges.

Leaving her patrol area, GUAVINA proceeded to Wake Island, where she was to perform lifeguard duty during carrier air strikes there. The planes worked Wake over thoroughly on 24 May, as the submarine cruised leisurely five



HISTORY OF USS GEORGE (DE 697)

The destroyer escort USS GEORGE was sponsored and made possible through United States War Bonds purchases by the people of Grand Rapids, Michigan. The ship was named in honor of Eugene F. George, seaman second class, who was killed in action aboard the cruiser SAN FRANCISCO in the Solomon Islands on 12 November 1942.

The ship was constructed by the Defoe Shipbuilding Company, Bay, Michigan during 1943. Her keel was laid on 22 May 1943. On 14 August of the same year, she was launched with Mrs. Harlow F. George, mother of the ship's namesake serving as sponsor.

Following the launching, USS GEORGE proceeded through Chicago, Illinois, and down the Mississippi River to New Orleans. On 20 November 1943 after commissioning ceremonies at New Orleans, GEORGE steamed to Bermuda for a month of shakedown training. The commanding officer was Lieutenant Commander J. E. Page, USN.

The ship arrived at Boston, Massachusetts on 2 January 1944 for a post shakedown repair period. She departed Boston on 11 January for Norfolk, Virginia where she joined a troop ship enroute to the Southwest Pacific.

Proceeding through the Panama Canal, stops were made at the Galapagos Islands and Bora Bora, Society Islands, enroute to Noumea, New Caledonia. The destroyer escort operated from Noumea, Espiritu, and Guadalcanal, to various forward areas as an anti-submarine escort.

While at Guadalcanal, USS GEORGE participated in activities designated as the consolidation of the Solomon Islands, and conducted screening and anti-submarine operations. GEORGE arrived in Manus on 20 April 1944 after the landings had been made there.

On 16 May 1944, Lieutenant Fred. W. Just, USNR, assumed command of the destroyer escort, relieving Lieutenant Commander Page. On this same date the escort joined RABY and ENGLAND and set out on an anti-submarine mission which resulted in the sinking of six Japanese submarines by the group. This action was termed the most successful anti-submarine action in the Pacific during World War II.

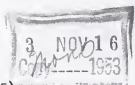
The ships operated under Commander Escort Division 39. That afternoon in company with the destroyer escorts RABY and ENGLAND, GEORGE proceeded to Latitude 05-10 south, Longitude 158-10 east. The ships were scheduled to arrive at 1400 on 19 May and patrol on a line to the north where the submarine was believed to be headed. At 1330 on this date, ENGLAND made a sound contact and one run was made over it to be sure that it was a submarine.

The next run by ENGLAND started the fireworks. Five depth charge attacks were made on the submarine. On the fifth attack, several hits were scored and a minute later there was a tremendous explosion so violent that it knocked men off their feet throughout the ENGLAND.

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182

115



HISTORY OF USS COOS BAY (AVP 25)

Operating without the advantages of headlines, the seaplane tender USS COOS BAY played an important part in World War II, as she moved forward with the invasion forces to establish advance seaplane bases for search, patrol, and rescue flights.

The ship is built along destroyer lines, although slightly larger, and packs of remarkable wallop in her anti-aircraft battery and anti-submarine gear. This enables her to move into isolated forward anchorages and operate her long range Catalinas and Mariners, who use her as a floating naval air station. The ship is equipped to give the fliers living quarters and meals, bombs, ammunition, gasoline, and minor repair facilities for their planes. In addition, she serves as a forward radio communication station, weather station, and rescue agency for all the planes attached to her squadron.

USS COOS BAY was built by the Lake Washington Shipyards of Houghton, Washington, where her keel was laid down on 15 August 1941. When she was launched on 15 May 1942, Mrs. L. E. Gehres, wife of Commander L. E. Gehres, USN, christened her USS COOS BAY, for a bay off the coast of Oregon. The ship was first placed in commission exactly a year later under the command of Commander William Miller, USN.

The anti-submarine drills held during the ship's shakedown cruise off San Diego had an added realism about them, since Japanese submarines were reported operating in the vicinity. After she had been pronounced fit for combat, the sturdy little ship sailed for Pearl Harbor, where she arrived on 28 July 1943. Two days later she left, bound for Espiritu Santo, New Hebrides, where she reported to Fleet Air Wing One on 11 August.

After carrying out routine operations while awaiting orders, the ship joined the Solomons campaign on 11 October when she sailed for Gavutu Harbor, Florida Islands. As COOS BAY moved into Halavo Bay the smoke and flames from the last Japanese air raid of the war on Guadalcanal could be seen some 20 miles away.

As soon as the anchor was let go the crew began establishing their first seadrome. When it was completed, Patrol Squadron 71, flying PBY 5 seaplane, moved aboard and began their search patrols. Subsistence for the crews and services to the planes was furnished until a seaplane base ashore was completed.

The tender's next move was to Tulagi Harbor on Rendova Island, where she took over the seadrome in Rendova harbor to tend PBY 5 planes of Patrol Squadrons 14, 23 and 71. These planes were engaged in air-sea rescue missions, night snooper flights, anti-submarine flights, and general utility flights.

Here organized "Dumbo" flights were born. "Dumbo" planes in the Solomons were seaplanes stripped of all possible heavy gear. Guns were manned, but no bombs were carried. Alone or escorted by fighters, the planes would land on

HISTORY OF USS GEORGE A. JOHNSON (DE 583)



22

Placed in commission in the Spring of 1944, the destroyer escort USS GEORGE A. JOHNSON made two convoy voyages to the Mediterranean before being reassigned to the Pacific, where she earned two Battle Stars during her operations in the Philippines.

The ship was named for Private George A. Johnson, USMC, who was awarded the Silver Star for gallantry at Tulagi. When his squad came under heavy rifle fire from a sniper's nest in a nearby cave, Private Johnson rushed to the mouth of the cave and continued to throw in hand grenades until he was killed by the enemy.

Built by the Bethlehem-Hingham Shipyards at Hingham, Massachusetts, where her keel was laid on 24 November 1943, the ship was launched on 12 January 1944. Private Johnson's mother, Mrs. Alfred R. Johnson, christened the new destroyer escort at the launching ceremony. Three months later, on 15 April 1944, USS GEORGE A. JOHNSON was placed in full commission, under the command of Lieutenant Commander Alvin Robinson, USNR.

Sent to Bermuda for an extensive shakedown cruise, the ship went through a series of training exercises and tests until 1 June, when she was pronounced fit for combat. After a brief post-shakedown availability in New York, the ship joined her first convoy on 24 June 1944, bound for Bizerte, Tunisia.

During the voyage, German aircraft appeared overhead, but were driven off by a heavy smoke screen and anti-aircraft barrage. GEORGE A. JOHNSON returned to New York for upkeep and exercises until 2 September, when she steamed out of Norfolk, Virginia, with a convoy for Bizerte and Palermo. Boiler trouble forced her to put in at Bermuda for two days of repairs. She rejoined the convoy on the 6th, and arrived in Palermo, Sicily, on the 23rd. Five days later she was assigned to a convoy bound for the United States, and arrived on 17 October 1944 in New York.

Here the division to which she was attached, Escort Division 67, was readied for a new assignment in the Pacific. On 3 November the destroyer escorts RILEY, LESLIE L. B. KNOX, and McNULTY, sailed for the Panama Canal.

The ships passed through the Canal a week later and set course for New Guinea, via the Galapagos, Society Islands and Florida Island. After the ship's arrival, Lieutenant Commander Albert T. Horn, USNR, assumed command on 15 December.

The Division was attached to the SEVENTH Fleet, and assigned the task of escorting convoys from the rear bases in New Guinea to various points in the Philippines. GEORGE A. JOHNSON's first convoy was bound for the newly won beaches at Lingayen Gulf, and on 12 January four suicide planes crashed into ships of the convoy. However, all were able to proceed under their own power, arriving in Lingayen Gulf the next day.

Division of Naval History
Ships' Histories Section
Navy Department

#23



X-E 182

HISTORY OF USS GENERAL J. H. McRAE (AP 149)

.05

As one of the ships involved in the gigantic task of transporting entire armies around the world, USS GENERAL J. H. McRAE made six voyages to ports of call in the Philippines, France, India and the Southwest Pacific before being transferred to the Army following World War II.

The ship was named in honor of Major General James H. McRae, United States Army, who was awarded the Distinguished Service Medal for his exceptionally meritorious service in commanding the 78th Division in the Argonne-Meuse offensive during World War I. He also held the Silver Star for gallantry in action during the Spanish American War, with an Oak Leaf Cluster for the Philippine Insurrection.

General McRae also held the British Order of the Bath, (Commander), French Legion of Honor (Commander), French Croix de Guerre with Palm, and the Panamanian Medal of La Solidaridad.

Built by the Kaiser Company of Richmond, California, the transport was acquired by the Navy on 19 June 1944 and placed in commission on 8 August 1944 under the command of Commander T. R. Cowie, USN. By 19 August she was ready for her shakedown cruise, and on 3 September she reported for duty.

Her first passengers were waiting in Seattle, Washington, so the big ship departed from San Pedro, California on the 4th, embarking 2890 passengers and leaving Seattle on the 20th. Honolulu was her first port of call, and from there she returned to Seattle via San Francisco.

USS GENERAL J. H. McRAE was at sea again the next day for another voyage to Honolulu, and upon her return to San Francisco entered the yard for a 15-day availability. Her final voyage of the year was to Finschhafen, New Guinea, ending in San Pedro on the last day of 1944.

On 11 January 1945 the ship left Long Beach bound for India. During the four-month cruise she visited Melbourne, Townsville, Mangas, Ulithi, Biak, Morotai and Leyte. The long voyage ended as she brought her passengers to San Francisco on 30 May 1945.

After an availability, the ship was reassigned to the Atlantic, and transited the Panama Canal on 28 June, proceeding directly to Le Havre, France. Here she took aboard 4038 passengers and sailed on 14 July for Norfolk, Virginia, arriving after nine days at sea. Early in August she made a voyage to Marseilles, anchoring again at Norfolk on the 28th.

Division of Naval History
Ships' Histories Section
Navy Department



X-E 182

HISTORY OF USS GENERAL HARRY TAYLOR (AP 145)

05

Originally built for the Army, the transport USS GENERAL HARRY TAYLOR was operated by the Navy through World War II. She was turned over to the Army in 1946, but reinstated on the List of Naval Vessels in 1950.

USS GENERAL TAYLOR, named for a former Chief of Army Engineers, was built by the Kaiser Company of Richmond, California. Acquired on 29 March 1944, the ship was placed in ferry commission under its Army name on 1 April 1944.

Taken to Portland, Oregon, for conversion, the ship was put in full commission on 8 May 1944, under the command of Captain J. L. Wyatt, USN. A week later she steamed to San Francisco for her final fitting out for sea and on the 25th left for her shakedown cruise in the San Diego area.

Her first cruise began on 23 June when, after loading troops for the South Pacific, the ship departed from San Francisco for Milne Bay, New Guinea, proceeding independently. She returned on 3 August and a week later began a voyage to Pearl Harbor, arriving back in San Francisco on the 23rd. The transport's next assignment again took her to the South Pacific, as she sailed to the Russell Islands and Guadalcanal via San Diego, returning to San Francisco on 16 October 1944.

On her next voyage the ship made a two-month cruise through Noumea, Guadalcanal, Finschhafen, Oro Bay, Hollandia, Biak and Morotai, dropping anchor again in San Francisco Bay on 8 January 1945. After a month in port the ship got underway again on 10 February steaming via Port Hueneme and San Diego to Pearl Harbor. The transport continued on to Guam, Guadalcanal, Espiritu Santo and Noumea, traveling for the first time in a convoy from Pearl Harbor to Guam. Enroute, Captain Wyatt was relieved as commanding officer by Commander L. B. Jaudon, USNR, on 28 March 1945.

Arriving in San Francisco on 21 April, the big transport steamed under the Golden Gate Bridge again on 3 May, bound for Manila Bay, via Palau. Embarking troops at Manila and Leyte Gulf, the ship was back in San Francisco by 26 June. Three days later she got underway for assignment with the Atlantic Fleet.

Sailing from New York on 26 July, GENERAL HARRY TAYLOR made Marseilles, France, her first destination, embarking a full load of troops on the first leg of their redeployment to the Pacific, arriving at New York on 18 August. Another voyage to Marseilles followed in September, and on 22 September the ship departed New York for Karachi, India, via the Suez Canal. She made one more voyage to Karachi and three more to Le Havre, France, before leaving on 26 April for a voyage to Bremerhaven, Germany, returning to New York on 21 May 1946.



#25

X-E 182

HISTORY OF USS FRANK KNOX (DD 742)

US

Completed in time for the final phases of World War II, the destroyer USS FRANK KNOX remained on active duty with the fleet, earning four Battle Stars for her service in the Korean theater of operations.

The destroyer, named for the late Secretary of the Navy Frank Knox, was built by the Bath Iron Works Corporation of Bath, Maine. Her keel was laid on 7 August 1942, and Secretary Knox's widow, Mrs. Annie Reid Knox, christened the ship as it slid into the Kennebec River on 17 September 1944. USS FRANK KNOX was first placed in commission on 11 December 1944. Commander Joel C. Ford, Jr., USN, was the ship's first commanding officer.

Early in January 1945 the ship reported to Bermuda for her shakedown cruise, during which she was put through tests and exercises designed to mold her crew into a fighting unit ready for any emergency. Returning to Boston for a post-shakedown yard period, the ship got underway for the war zone in April.

San Diego, California, was her first port of call in the Pacific, and from there she steamed to Pearl Harbor, arriving on 16 May 1945. More qualification tests followed until 28 May when she left for Ulithi with USS CALIFORNIA and SOUTHERLAND.

From Ulithi FRANK KNOX steamed to San Pedro Bay, Leyte, where she paused for a tender availability alongside USS PIEDMONT. On 25 June she arrived in Manila, returning to San Pedro Bay on the 26th. As July opened, she put to sea for her first war operations, the carrier strikes against Japan.

Since FRANK KNOX had been equipped as a radar picket ship and fighter director ship, she was on station almost continuously, steaming well in advance of the carrier groups in order to detect and intercept any Japanese planes attempting to raid the fast carrier task force. The force headed directly for Japan, with little hope of concealing its location from the Japanese.

On 10 July, 72 enemy planes were destroyed on the ground and extensive damage was inflicted on the industrial installations in the Tokyo area. Five days later the battleships WISCONSIN, IOWA and MISSOURI, together with their screening destroyers, shelled Muroran, Hokkaido, wrecking steel mills and oil facilities in the city. On the 17th the 16-inch guns of the battleships blasted the Hitachi Mito area of Honshu, northeast of Tokyo. In this bombardment British battleships joined the United States forces, all units shelling the Japanese homeland at will without opposition.

The Yokosuka Naval Base in Tokyo Bay received the carrier planes' attention the next day, and one of the two remaining Japanese battleships, NAGATO, was put out of action. On 24 and 25 July the Inland Sea between the islands of Honshu, Kyushu and Shikoku was penetrated, with especial attention



X-E 182

US

HISTORY OF USS ESCALANTE (AO 70 ex SHABONE)

The auxiliary oiler, USS ESCALANTE (AO 70), was originally constructed for the Maritime Commission by the Bethlehem Steel Company at Sparrows Point, Maryland in 1942. The ship was named SHABONE until the name ESCALANTE was assigned by the Navy on 16 September 1942.

USS ESCALANTE was named for a river in Utah. She was commissioned on 30 January 1943, the same date she was acquired from the Maritime Commission by the Navy.

Following commissioning exercises, and prior to assignment of duty, USS ESCALANTE spent two weeks in the Chesapeake Bay on a shakedown cruise, during which time she qualified for duty at sea.

ESCALANTE's first assigned voyage was made from the home port at Norfolk, Virginia to Houston, Texas, from which she transported a cargo of Aviation gasoline to Cristobal, Canal Zone.

Upon return from Cristobal to Norfolk, ESCALANTE was assigned duty with the Atlantic Fleet, operating with Task Forces 60 and 61. Her primary task was the transportation of fuel from Norfolk, Virginia to North African ports, and fueling at sea operations. One voyage was made to Glasgow, Scotland prior to the Normandy Invasion, with the fueling of the invading ships as her primary objective.

ESCALANTE's last voyage in the Atlantic was made to Oran, Algeria, which brought her a total of eight complete trans-Atlantic voyages.

Upon returning from North Africa, ESCALANTE received orders on 1 November 1944, to proceed to the Naval shipyard, Portsmouth, Virginia, for overhaul prior to assignment with the Pacific Fleet. Upon completion of overhaul, the ship received orders to proceed to Ulithi, West Caroline Islands to report for duty with Commander Service Squadron TEN.

Departing from the United States on 4 December 1944, ESCALANTE proceeded to Aruba where she took on a full cargo of fuel. She then steamed through the Panama Canal to Ulithi, West Caroline Islands via Pearl Harbor.

As part of Commander Service Squadron TEN, ESCALANTE carried out fueling at sea operations with the THIRD and FIFTH Fleets up to the conclusion of the war with Japan. While fueling the THIRD and FIFTH Fleets, ESCALANTE took part in active operations against Luzon, Iwo Jima, Okinawa, and the raids against the Japanese homeland.

During the closing phases of World War II, ESCALANTE was assigned duty with the FIRST Fleet in Tokyo Harbor, Japan.

HISTORY OF USS ENGSTROM (DE 50)

The destroyer escort, USS ENGSTROM (DE 50), veteran of Aleutian gales and Pacific patrols was built by the Navy Yard at Philadelphia. Her keel was laid on 1 April 1942 and she was launched on 24 July 1942.

USS ENGSTROM was originally named HMS DRURY by the British during the traditional christening ceremonies at the launching. However, the destroyer escort was later allocated to the United States and assigned the name, USS ENGSTROM (DE 50), on 4 March 1943.

USS ENGSTROM was named for Lieutenant (jg) Warren L. Engstrom, U. S. Navy, killed in enemy action during the Solomon Islands operation on 30 November 1942. The ship was commissioned on 21 June 1943, at the Navy Yard, Philadelphia, Pennsylvania.

In the early summer of 1943, ENGSTROM headed for Bermuda, B.W.I. for her shakedown cruise. She completed shakedown training three weeks ahead of schedule and returned to Philadelphia to have a few remaining flaws corrected.

In mid August of 1943, ENGSTROM paid her final respects to Philadelphia and headed for Norfolk, Virginia, where she stopped only long enough to pick up a convoy bound for the West Coast via the Panama Canal. She arrived at San Diego with the convoy in the middle of September.

On 1 October 1943, ENGSTROM was ordered north to the Aleutian Islands for duty. From October 1943 to January 1945, the ship was employed as an escort for small convoys of Naval and merchant ships in the North Pacific Area and as a radar picket ship for Fleet Air Wing FOUR between Attu, Aleutian Islands, and Paramushior in the enemy held Kuriles. Numerous underwater contacts with possible submarines were made during ENGSTROM's stay in the Aleutians. Most however, proved to be sound echos bouncing back from whales off kelp beds both of which abound in the area.

ENGSTROM encountered many a rough sea and fierce storm in the northernmost reaches of the Pacific War. Tremendous waves hurled black water across the open bridge, forty-three feet above the waterline, and pounded tons of water onto the weatherdeck and superstructure. Such punishment as this could not help but leave its mark. Gun shields were bent flat, life rafts were knocked loose, and on one memorable night several depth charges, each containing over two hundred pounds of TNT, broke loose and rolled around the deck.

The two outstanding occurrences of ENGSTROM's Aleutian tour of duty both took place in furious storms. The first was on the voyage north. In an eighty-knot gale, rolling up to sixty degrees, USS DONEFFY (DE 49), one of the other ships in Escort Division FOURTEEN, lost all power for approximately five minutes. ENGSTROM stood by to render assistance if the situation became critical. When DONEFFY finally regained power, ENGSTROM was again able to resume speed and thereby reduce her rolling. The storm continued throughout the entire trip, intensifying in the last few days. When their destination was finally reached, two hundred very grateful crewmembers rested more easily.



Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS ELMORE (APA 42) (EX AP 87)

The attack transport USS ELMORE was constructed by the Ingalls Shipbuilding Corporation at Pascagoula, Mississippi and was named for Counties in the states of Alabama and Idaho. The transport was launched on 29 January 1943 at the Ingalls Shipbuilding Corporation, Birmingham, Alabama, with Mrs. Walter F. George, wife of Senator George of Georgia, serving as sponsor.

The ship was acquired by the United States Navy on 25 March 1943, and was placed in commission on this date. Commander Drayton Harrison, USN, assumed duties as commanding officer following the commissioning ceremonies.

After undergoing conversion to an auxiliary attack transport in Baltimore, Maryland, the ship sailed to the Norfolk Navy Yard on 2 September 1943. USS ELMORE conducted firing exercises and various drills out of Norfolk, Virginia during the month of September. In early October she got underway for Cristobal, Canal Zone.

The ship continued her voyage on to San Diego, California, arriving in mid-November 1943. ELMORE then began landing exercises and maneuvers at Aliso Canyon, California and Pyramid Cove, San Clemente Island in early December.

The attack transport pulled in at Terminal Island, San Pedro, California on 6 December for a five-day availability period. She returned to San Diego on the 13th, and embarked troops and cargo of the Fourth Marine Division.

ELMORE got underway on 13 January 1944, enroute to Lahaina Roads, Hawaiian Islands. She spent only a week here, and stood out for Kwajalein Atoll, arriving there on the 31st. The troops and cargo were debarked here, and in early February, ELMORE joined Task Unit 15.13.1 for a voyage to Funafuti.

In Funafuti ELMORE was assigned to the THIRD Fleet for duty. She departed the area on 13 February 1944 enroute to Havannah Harbor, Efate. Voyages were then made to Guadalcanal and Tulagi Harbor, Florida Islands, arriving at the latter on 6 March.

On 9 March, she commenced embarking 190 enlisted men and five officers of the 160th Infantry Division. ELMORE got underway on 19 March 1944 for Noumea, New Caledonia in company with Task Unit 52.4.5. After a voyage to Guadalcanal in early April, the transport steamed to Tulagi Harbor, Florida Island on 18 April 1944, where she loaded troops and cargo units of the 40th Division, U. S. Army. The troops were transported to Cape Gloucester, New Britain, arriving on 20 April.



29

X-E 182

.05

HISTORY OF USS ELLET (DD 398)

The destroyer USS ELLET was built by the Federal Shipbuilding and Dry Dock Company at Kearney, New Jersey, during 1937 and was named in honor of five members of the Ellet family who served with the U. S. Volunteers during the Civil War.

The keel of USS ELLET was laid on 3 December 1936, and the destroyer was launched on 11 June 1938, with Miss Elvira Daniel Cabell serving as sponsor. Miss Cabell is the granddaughter, niece, grandniece and cousin of the Ellets, for whom the ship was named.

Charles Ellet, Jr. was born in Penn's Manor, Pennsylvania on 1 January 1810. He was noted as an outstanding engineer, having built the first suspension bridge in the United States across the Schuylkill River at Philadelphia in 1842. In 1862, using converted river steamers, he organized the Ellet Ram Fleet for use against the Confederates in the West. Wounded at Memphis, Tennessee, he died on 21 June 1862 in Cairo, Illinois.

Other members of the Ellet family for whom the destroyer was named are: Brigadier General Alfred Washington Ellet, USV; Lieutenant Colonel John Ellet, USV; Edward C. Ellet, and Colonel Charles Rivers Ellet, USV.

USS ELLET was first commissioned on 17 February 1939. Lieutenant Commander J. F. Mee, USN, assumed command as the ship's first commanding officer. When the Japanese attacked Pearl Harbor, USS ELLET was operating with Task Force EIGHT off the Hawaiian Islands. When she learned of the attack, the ship steamed for Pearl Harbor, arriving on the 8th. ELLET picked up a submarine contact at 1100 on the 8th, while patrolling the entrance to Pearl Harbor. She dropped six depth charges, with no results.

In January, ELLET joined TaskGroup 15.8 and escorted convoy No. 4037 to San Francisco, California, arriving on the 28th. She then went alongside USS DIXIE for minor repair work. The destroyer got underway again on 31 January escorting a convoy to Christmas Island. The convoy arrived at Christmas Island on 10 February 1942, after an uneventful voyage.

After several days, ELLET moored at the Navy Yard, Pearl Harbor for installation of radar, replacement of machine guns and the accomplishment of minor alterations and repairs. This was completed on 7 March 1942, when gunnery exercises were commenced with CASE, READ, FLUSSER and BENHAM.

ELLET joined Task Force 16 on 8 April, and sailed for a designated place in the Pacific. The purpose of the task force was to escort the cruisers and carriers to a point approximately 500 miles east of Tokyo to launch B-25 Mitchell bombers from the deck of USS HORNET for the first attack on the Japan proper.

REF 182

U5

HISTORY OF USS ELDEN (DE 264)

The destroyer escort USS ELDEN, built at the Navy Yard at Boston, Massachusetts, was named in honor of Lieutenant Ralph Waldo Elden, USN. He was awarded the Navy Cross for extraordinary heroism as Executive Officer of USS HAMMANN near Midway Island on 6 June 1942. When the commanding officer was disabled, he took charge and, with cool courage, directed the abandonment of the ship operations aboard the rapidly-sinking destroyer till the decks were awash. He went down with the ship.

The keel of the destroyer escort was laid on 23 February 1943. She was launched on 6 April 1943, with Mrs. Margaret Newton Elden, widow of Lieutenant Elden, serving as sponsor.

The career of USS ELDEN commenced on 4 August 1943 when she was placed in commission at the Navy Yard, Boston, Massachusetts. From 5 to 19 August, she underwent a fitting out period, prior to departing on the 20th for Bermuda and shakedown cruise.

ELDEN completed her shakedown cruise on 18 September, and returned to the Navy Yard, Boston, on the 21st. She got underway on 2 October 1943 for Norfolk, Virginia, and ultimate duty with the Pacific Fleet. The destroyer escort spent five days undergoing repairs in drydock at Portsmouth, Virginia during October.

Underway on 13 October 1943, the ship headed for Los Angeles, California, via the Panama Canal. Arriving at Los Angeles on 1 November, she departed the following day for San Francisco.

After a week in San Francisco Bay, ELDEN got underway on 11 November for Pearl Harbor. While in the Hawaiian Islands she operated with Task Force 50, conducted engineering trials, in addition to gunnery, anti-submarine warfare and landing support exercises.

The ship departed Pearl Harbor on 16 January 1944, escorting oilers of Task Force 58. During the period 29 January to 8 February 1944, ELDEN participated in the occupation of Kwajalein and Majuro Atolls. She returned to Funafuti, Ellis Islands on 11 February 1944 where she fueled, received provisions and ammunition. The ship departed Funafuti on the 14th, escorting oilers enroute to Majuro Atoll, Marshall Islands.

While in Majuro, ELDEN rendezvoused with SS QUEBEC, and escorted her to the 180th Meridian during mid-February. ELDEN operated in the Majuro area until 6 March 1944, when she steamed to Pearl Harbor. She arrived there on 13 March, and reported to Commander Destroyers, Pacific Fleet for duty.

She was assigned an upkeep and availability period from 14 to 20 March 1944. The ship conducted anti-submarine warfare and gunnery exercises in the Hawaiian Islands area from 24 to 29 March, prior to sailing on the 30th with a hunter-killer group bound for the Eastern Marshall Islands.

Division of Naval History
Ships' Histories Section
Navy Department



182

U5

HISTORY OF USS EDMONDS (DE 406)

The destroyer escort, USS EDMONDS (DE 406), steamed during World War II a distance equal to four voyages around the world. Built by the Brown Shipbuilding Company at Houston, Texas, her keel was laid on 1 November 1943, and she was launched on 17 December 1943.

USS EDMONDS (DE 406), was named in honor of Bert C. Edmonds, Aviation Ordnanceman, First Class, USN, who died on 16 October 1942, as a result of enemy action in the Solomon Islands Area. He was posthumously awarded the Silver Star Medal for conspicuous gallantry and intrepidity as Air Bomber and Tunnel Gunner while serving with Torpedo Squadron EIGHT during action against enemy Japanese forces in the Solomon Islands Area, from 28 September to 16 October 1942. Mrs. Fathe Campbell, mother of the ship's namesake served as sponsor at the launching ceremony.

USS EDMONDS was commissioned on 3 April 1944, with Lieutenant Commander Christopher S. Barker, Jr., USN, serving as her first Commanding Officer.

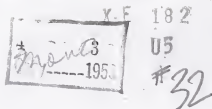
EDMONDS was assigned to Escort Division 63, and after conducting sea trials off Galveston, Texas, from 6 to 20 April, proceeded to Bermuda, British West Indies, for her shakedown training. EDMONDS's shakedown cruise was completed on 22 May, when she reported to the Commandant, Navy Yard, Boston, Massachusetts, for repairs and alterations at the Charlestown Navy Yard.

On 3 June 1944, EDMONDS departed Boston enroute to Hampton Roads, Virginia, where she reported as escort for USS MOUNT MC KINLEY (AGC 7), getting underway on 8 June for Pearl Harbor via the Panama Canal. Both ships passed through the canal on 13 June and reported for duty to Commander-in-Chief, Pacific Fleet, the following day. The voyage to Pearl Harbor was completed on 27 June.

While at Pearl Harbor, EDMONDS, at midnight on 4 July, with ten minutes notice, got underway with two other destroyer escorts to search for the submarine S-28, which was missing in deep water off the island of Oahu. EDMONDS located an oil slick searched the area, but found no survivors.

On 6 July, EDMONDS departed for Eniwetok in the Marshall Islands, escorting USS SARGENT BAY (CVE 83) and USS ALDEBERAN (AF 10). On the return voyage, EDMONDS escorted USS COPAHEE (CVE 12), arriving again at Pearl Harbor on 20 July, in time to participate in the reception for President Roosevelt on 25 July.

EDMONDS departed Pearl Harbor on 28 July in company with USS BUCHANAN (DD 484), escorting a three-ship merchant convoy. Stops were made at Espiritu Santo in the New Hebrides and Guadalcanal where EDMONDS detached and proceeded independently to Manus, Admiralty Islands. Upon arrival she reported for duty to Commander SEVENTH Fleet on 16 August.



HISTORY OF USS SIGSBEE (DD 502)

The USS SIGSBEE served more than two years of hazardous duty as part of our great task forces' struggle to control the Pacific and become a veteran of ten major Pacific operations.

The ship was built at the Federal Shipbuilding & Dry Dock Company, Kearney, New Jersey. At the launching on 7 December 1942, Mrs. Anto Otto Fischer, daughter of the ship's namesake, served as sponsor.

The USS SIGSBEE was named in honor of Rear Admiral Charles Dwight Sigsbee, USN. Admiral Sigsbee was a pioneer in deep sea sounding, was commanding officer of the USS MAINE when her loss set off the Spanish American War, and was advanced three numbers in rank for Extraordinary Heroism in the action 22 June 1893 with a Spanish torpedo boat off San Juan, Puerto Rico. He was born 16 January 1845 in Albany, New York.

The ship was commissioned at the Navy Yard, Brooklyn, New York on 23 January 1943 at which time Commander B. V. Russell, USN, assumed command. On 10 February, after making all preparations for sea, the SIGSBEE sailed for Casco Bay, Maine for shakedown training. Upon completion of this training until the latter part of July 1943, the ship acted as escort and patrol for convoys on the East Coast. On 22 July she steamed from Norfolk, Virginia via the Panama Canal, to report for duty in the Pacific Fleet.

During August 1943, the SIGSBEE operated out of Pearl Harbor as part of the task group staging the first carrier air strikes against Marcus Island. She fired shore bombardment against enemy held territory on 5 October 1943 at Wake Island. In November of the same year she was present at the Gilbert Islands operations, when these strategic bases were seized and occupied. During this campaign, the SIGSBEE opened fire on an enemy plane for the first time. Upon her return to Pearl Harbor on 14 December she was granted a forty day period of training and availability.

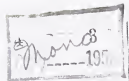
On 22 January 1944, the SIGSBEE departed Pearl Harbor as a part of a shore bombardment unit to participate in the invasion of Kwajalein, Ebeye and Ennylabega Islands. In spite of being constantly exposed to the pounding of enemy shore batteries, the SIGSBEE emerged from these operations unscathed.

The SIGSBEE arrived at Efate on 7 March for a five day period of upkeep and training, after which she sortied with Task Group 37 to participate in the bombardment of Kavieng, New Ireland on the 20th.

During the next three months the SIGSBEE was engaged in escort, screening, and patrolling duties in the New Guinea and Eniwetok areas. On 14 May 1944, Commander G. P. Chung-Hoon, USN, relieved Commander Russell as commanding officer.

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS MARSHALL (DD 676)



X-E 182

U5

#33

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The MARSHALL was in that outer ring of steel from March 1944 to June 1945. She took part in the crucial battles of the Philippine Sea and Leyte Gulf.

The keel of Destroyer 676 was laid on 29 April 1943 at the Federal Shipbuilding and Drydock Company, Kearny, New Jersey. On the morning of 19 August 1944 the USS MARSHALL slid down the ways to embark on her U. S. Navy career. She was sponsored by Mrs. Grace M. Marshall, mother of Lieutenant Commander Thomas W. Marshall, Jr., in whose honor the ship was named.

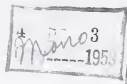
The ship was named in honor of Lieutenant Commander Marshall who was killed in action when his destroyer, the USS JACOB JONES, was sunk by an enemy submarine on 28 February 1942 off the coast of Cape May, New Jersey while he was Executive Officer. He also served aboard the submarine S-42 and received the Yangtze Service Medal aboard the USS HOUSTON in 1932. He was born 22 December 1906 in Washington, D. C.

Commander Sinclair B. Wright, USN, assumed command at the commissioning ceremonies on 16 October 1943. On 9 November the MARSHALL got underway for Bermuda and six weeks of shakedown training. This was interrupted two days later when orders were received to rendezvous with Task Group 27.5 to assist in escorting President Franklin D. Roosevelt back from the Big Three conference at Casablanca.

The ship departed New York Navy Yard on 6 January 1944 for Pearl Harbor, arriving on the 28th. Here, upkeep and training continued through 14 March 1944. This training was interrupted on 4 March when she received orders to relieve the CAPPS on duty, screening the INTREPID, which was damaged by an aerial torpedo during the operations against the Truk in February.

On 14 March 1944, Commander Joseph D. McKinney, USN, relieved Commander Sinclair B. Wright as commanding officer. The following day the MARSHALL left Pearl Harbor enroute to Majuro as part of Task Group 58.2. The fleet left Majuro on 28 March and the MARSHALL participated in the strikes against Palau, Yap, and Woleai on 30 March and 1 April. On the night of the 30th, the ship recovered her first pilot and air-crewman, and participated in the first anti-aircraft actions against three groups of enemy planes. After successful completion of the operation, the task force returned to Majuro for a week of upkeep and repair. Thus we were able to establish bases for our fleet over 2,000 miles from Hawaii. From these Admiral Mitscher's task forces were able to strike against the Marianas to destroy Japan's First Air Fleet, while our logistic groups were building up the Marshalls as a major home base, his mobile forces were neutralizing Japan's forward bases.

On 18 April the ship sailed from Majuro to New Guinea to support the occupation of Hollandia. During the period 21 April to 1 May, the MARSHALL



Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS STEPHEN POTTER (DD 530)

Destined to assume a dramatic role with the fast carrier task force in the Pacific, the USS STEPHEN POTTER was built by the Bethlehem Steel Company in their San Francisco, California yard, where the keel was laid on 27 October 1942.

The ship was named in honor of Ensign Stephen Potter, great-great-grandson of Captain Potter of General George Washington's staff. He served with the Naval Aviation Forces in Europe during World War I. Ensign Potter was credited with being the first American Naval Aviator to shoot down a German seaplane. He lost his life on 25 April 1918, during the battle with four German planes over the North Sea. He was born 26 December 1896 in Saginaw, Michigan.

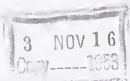
Misses Sally and Marian Potter, nieces of Ensign Potter, served as co-sponsors at the launching on 28 April 1943. The ship was commissioned on 21 October 1943, with Commander Charles H. Crichton, USN, assuming command.

After our Pacific offensive began from the Marshalls to the Japanese homeland, the war record of the STEPHEN POTTER is practically synonymous with that of the FIFTH and THIRD Fleets. After completing shakedown training she sailed for Pearl Harbor. Thereafter the STEPHEN POTTER became a perennial member of Task Group 58.2 which was providing air support for landings on Kwajalein and Namur in the Marshall group in January 1944.

On 16 February she proceeded with Task Group 58 to conduct carrier air operations against Japanese shipping and installations at Truk. That night the task force was subjected to air attack by torpedo planes and during which the USS INTREPID was struck. The POTTER was assigned as escort for the damaged ship, and on the night of the 17th retired from the area.

From 21 to 28 April, the STEPHEN POTTER sailed with Task Force 50 to cover operations in occupying Hollandia in Northern New Guinea, and moved up to the Carolines to make a second attack on Truk on the 29th. At 0700 on the 30th, contact was made on an enemy submarine. For two hours, in coordination with the USS MAC DONOUGH, the STEPHEN POTTER searched for and attacked the sub. MAC DONOUGH made two attacks and the STEPHEN POTTER one, after several deep explosions were detected, much oil and debris appeared on the surface. Failure to regain contact indicated complete destruction of the sub.

On 1 May, the STEPHEN POTTER, with units of Destroyer Squadron 52 and fast battleships bombarded the island of Ponape in the eastern Carolines. These bombardments were made without opposition and any hope that the Japanese might have held for developing a strong airbase on the island was obliterated. Raids were conducted on Marcus and Wake Islands from 19 to 23 May 1944. Commander Leonidas H. Pancoast, USN, relieved Commander Crichton as commanding officer on 21 May 1944.



HISTORY OF USS HAVEN (AH 12)

Built to provide the best of hospital care only a few miles from the scene of battle, the Navy's hospital ships have aided materially in reducing the fatality rate for battle casualties. In many battles, those who died as a result of wounds far outnumbered those killed in battle. At times during the Korean action, however, less than one half of one percent of all men treated by hospital ships died.

Placed in commission during the closing months of World War II, USS HAVEN was one of the hospital ships sent to Korea to handle casualties there. Almost 15,000 patients were treated on board, in many cases only a few hours after they had been hit.

Built as the SS MARINE HAWK by the Sun Shipbuilding Corporation at Chester, Pennsylvania, the ship was taken over by the Navy in 1944 for conversion to a hospital ship. She was placed in commission as USS HAVEN at the Todd Erie Basin, Brooklyn, New York, on 5 May 1945, and turned over to her first commanding officer, Captain T. T. Patterson, USN (Ret).

After her shakedown and a yard period at Portsmouth, Virginia, the ship sailed for the Pacific, transiting the Panama Canal on 22 June 1945 and arriving in Pearl Harbor on 6 July. Already she had taken aboard three patients, one injured aboard a merchant ship near where HAVEN was operating on her shakedown cruise, and two emergency appendectomies taken aboard during her voyage from Panama to Pearl Harbor.

On 23 July USS HAVEN received her first contingent of patients. Six hundred ninety-one patients were embarked, the majority of whom were neuropsychiatric and tuberculosis cases. Transporting these to San Francisco, the ship returned to Pearl Harbor, where she was moored when peace was declared. The following day she sailed to Okinawa.

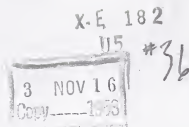
Arriving on 28 August, the ship was then ordered to Nagasaki, Japan, where she arrived on 11 September 1945 to evacuate Allied ex-prisoners of war. During the rest of the year she was employed on this mission, processing and hospitalizing about 10,000 from prison camps on Kyushu and transporting patients and ex-prisoners to Okinawa, Saipan, Guam and San Francisco. Christmas 1945, found the ship enroute to Philippines, where she picked up returning patients and passengers for the United States.

Next assigned to the historic atomic bomb tests, the ship was sent to San Francisco for repairs and to load equipment to be used in the tests. On 22 April 1946 Captain A. C. Thorington, USN, relieved Captain Patterson as commanding officer.

On 29 May HAVEN sailed to Pearl Harbor with radiological safety personnel and laboratory equipment on board for the atomic tests. From there she steamed to Bikini, arriving on 12 June.

Naval History Division
Ships' Histories Section
Navy Department

HISTORY OF USS HARRISON (DD 573)



A veteran of 58 air attacks with five enemy planes to her credit, the destroyer USS HARRISON steamed more than 224,000 miles through the Atlantic, Mediterranean and Pacific waters during World War II, earning eleven Battle Stars for combat operations.

The ship was built in Orange, Texas, by the Consolidated Steel Company. Her keel went down on 25 July 1941 and she slid into the water on 4 May 1942, when Mrs. Harry B. Hird, wife of Captain H. B. Hird, USN, christened her in honor of the late Captain Napoleon B. Harrison, USN. The destroyer was placed in commission on 25 January 1943, with Commander C. M. Dalton, USN, as her first commanding officer.

The ship was named for Captain N. B. Harrison, USN, who served during the Mexican War and the Civil War. During the Mexican war he volunteered to carry information from San Francisco to Monterey in the PORTSMOUTH's launch, and was out five days in a gale.

During the Civil War, Captain Harrison commanded USS CAYUGA, leading the line of vessels at the passage of Fort Jackson and Fort St. Philip up to the city of New Orleans. He was especially commended in the official reports for his gallantry and the skillful manner in which he fought his vessel.

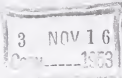
Later in 1862 Captain Harrison took command of USS MAHASKA in the James River flotilla, and later commanded USS MINNESOTA, flagship of the North Atlantic Blockading Squadron. He died on 27 October 1870.

On 25 April 1943 USS HARRISON left Charleston, South Carolina, for New York, where she reported for duty with the Atlantic Fleet. Three days later she left New York enroute to Casablanca, French North Africa, with one of the largest troop convoys. Escort duty in the Atlantic lasted until 22 July, when HARRISON, SIGSBEE, DALY and the carrier LEXINGTON left Norfolk for the Canal Zone and the Pacific.

Transiting the Canal on the 27th, HARRISON joined a carrier task group and sailed for Pearl Harbor, holding numerous drills and exercises enroute. Upon their arrival on 9 August 1943, the ships were given a twelve-day training period off Oahu.

On 22 August the ship left Pearl Harbor in company with Task Group 59.16 for the first carrier air strike against Marcus Island. This strike was followed by raids on Tarawa on 18 September and on Wake on the 5th and 6th of October, with HARRISON steaming in the protective screen around the big carriers. Following this duty, she was sent to the Solomons.

Late in October HARRISON's Division was assigned to the invasion fleet then forming for the attack on the Gilbert Islands. Before she could take her station, however, she was detached and sent to Bougainville to cover transports putting reinforcements ashore there. The Japanese launched a night air attack by dive bombers and torpedo planes on the night of 8-9 November, and HARRISON accounted for her first plane.



HISTORY OF USS HART (DD 594)

USS HART, one of the last 2100 ton destroyers to be built during the war, played a very important part in the ultimate defeat of Japan in the year that she spent in the Pacific. The HART performed with distinction almost every conceivable task that could be assigned to a destroyer.

Named in honor of Lieutenant Patrick Henry Hart, a pilot of Torpedo Squadron THREE who was lost in the battle of Midway, the ship's keel was laid at the Puget Sound Navy Yard on 10 August 1943. She was launched on 25 September 1944 with Mrs. Emma Hart, mother of the namesake, as sponsor.

At her commissioning ceremonies on 4 November 1944 Commander W. D. Coleman, USN, who was to steer her through her entire wartime operations, accepted command of the 2100 ton warship.

After her fitting out period, USS HART departed on her shakedown cruise in San Diego waters on 8 December. Arriving at San Diego on 12 December, she joined USS KASKASKIA and commenced a program of experimental high-speed fueling. During an eleven day period, HART fueled at sea 50 times under all conditions of sea and weather. For his performance during this period, the commanding officer received a letter of commendation from Admiral Denebrink, Commander Fleet Operational Training Command, Pacific Fleet. Regularly scheduled shakedown was resumed on 24 December and ended 31 January 1945.

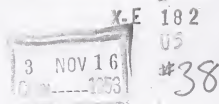
Upon completion of this shakedown she was assigned to the Pacific Fleet for duty, departing the United States on 19 February enroute to Pearl Harbor. There on 27 and 28 February she escorted USS INTIREPID on gunnery exercises, and on 2 and 3 March engaged in shore bombardment exercises at Kahoolawe. While operating with INTIREPID, she rescued survivors of a crashed plane.

On 5 March, she steamed out of Pearl Harbor for Ulithi, Caroline Islands, arriving there on 16 March 1945. During her stay she was assigned radar picket duty.

HART arrived at Ulithi just in time to join up with the great Armada of warships of all types that were staging there for the Okinawa Campaign. On 5 March she got underway for the battle area as a member of Task Unit 52.1.1, and arrived on 24 March. HART operated with a squadron of escort carriers which was furnishing close air support for our landing forces on Okinawa, and also carrying out neutralization raids on the many neighboring Jap held island bases during the preparatory stage and until the original beach heads had been secured. She rescued personnel from another downed plane on 28 March, and on 2 April escorted SAVO ISLAND to Kerama Retto for fuel and provisions, re-joining the Task Unit two days later.

HART and METCALF were detached from duty with the escort carrier force on 12 April, and assigned escort duty escorting transports to Hagushi Beach. On 14 April she reported to the Commander Screen for Okinawa Assault Beaches, and commenced a protective patrol. The part that destroyers played in keeping

Naval History Division
Ships' Histories Section
Navy Department



HISTORY OF USS HARDHEAD (SS 365)

Named for a fish of the croaker family, USS HARDHEAD caused the "crocking" of fourteen Jap ships during her six war patrols.

The keel of this aggressive ship was laid at the Manitowoc Shipbuilding Company, Manitowoc, Wisconsin, on 7 July, 1943. She was launched on 17 December 1943 in a sideway launching. Mrs. E. F. McDonald, wife of Commander E. F. McDonald, USNR, (Ret), and president of Zenith Radio Corporation, did the honors as sponsor. The commissioning ceremony took place on the morning of 18 April 1944.

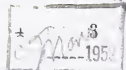
From 18 April to 10 May the shakedown period was conducted in Lake Michigan. On the afternoon of 10 May HARDHEAD departed for New Orleans via Lake Michigan, the Chicago Canal, the Illinois and Mississippi Rivers. She arrived at Lockport, Illinois the following day, and was docked in a floating drydock for the trip down the river. Propelled by a river tug, she arrived at New Orleans in the record time of four and one half days. On arrival at New Orleans on 16 May, the periscopes and shears which had been removed to insure sufficient clearance under bridges, were replaced, and final preparations for sea were made at the naval base at Algiers.

On 22 May the ship steamed out of Algiers for the Panama Canal, arriving on 27 May. Transit of the Canal was made the same day and HARDHEAD moored at the Submarine Base, Balboa for voyage repairs. An intensive training period was conducted in the vicinity of La Perlas Islands from 30 May to 14 June, after which she returned to Balboa. On 18 June HARDHEAD departed for Pearl Harbor, arriving on 7 July 1944. Another training period followed, and then on 27 July HARDHEAD, eager and ready, departed on her first war patrol.

She arrived at Midway on 31 July to top off on fuel and departed the same day. The first patrol was to be conducted in the vicinity of Siargao Strait on the east coast of the Philippines. Enroute to the area the HARDHEAD was initiated by her first typhoon, which was of such intensity that water was almost continuously taken down the hatch. Upon surfacing after the morning trim dive the boat rolled to 60 degrees in the heavy seas.

Early on the morning of 18 August two enemy ships were encountered 200 miles east of San Bernardino Strait. One of the ships was identified as a NATGRI class light cruiser. In the following surface attack, the first salvo of nine torpedoes resulted in four hits, which stopped the enemy dead in his tracks. After reloading, six more torpedoes were sent on their way from the surface, resulting in six more hits, but the target still remained doggedly afloat. As the moon had now risen and dawn was nearing, the Jap opened fire. HARDHEAD dived, and closed for a submerged attack. However, shortly before reaching a firing position the enemy cruiser's "rising sun" set amid several loud explosions.

Division of Naval History
Ship's Histories Section
Navy Department



HISTORY OF USS KULA GULF (CVE 108)

The escort carrier USS KULA GULF is one of the largest all-welded steel ships in the world and was constructed by the Todd Shipyards, Tacoma, Washington in 1944. The keel of the ship was laid on 16 December 1943.

The USS KULA GULF was launched on 15 August 1944, and Miss Dorothy Mott, daughter of Congressman James W. Mott, served as sponsor. Shortly after the launching, the hull was towed to Portland, Oregon, where she underwent completion.

She was named USS KULA GULF for two engagements with Japanese forces running the Tokyo Express on 6 July and 12 July 1943. They were costly actions, losing the HELENA and GWIN but they removed a threat of naval action which might have jeopardized our landing on New Georgia. It also denied the Japanese from rising that route to supply and reinforce their troops at Vila and Munda. The enemy lost 2 destroyers and one light cruiser.

On 12 May 1945, the carrier was placed in commission, and Captain John W. King, USN, assumed command as the ship's first commanding officer. After a shakedown cruise and a period of operational exercise, the KULA GULF reported for duty to Commander SEVENTH Fleet and Commander Carrier Division 27 at Leyte Island, Philippine Islands on 14 September 1945.

During the remainder of the year, the KULA GULF was engaged in the magic carpet operations which transported battle weary veterans of World War II to the United States.

She was awarded the Navy Occupation Service Medal, Pacific, for the period 25 September to 12 October 1945, and the China Service Medal for the period 1 January to 11 January 1946.

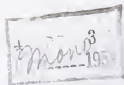
The ship was decommissioned and placed in reserve on 3 July 1946, in Philadelphia, Pennsylvania.

* * * * *

STATISTICS

OVERALL LENGTH	557 feet
BEAM	105 feet
SPEED	19 knots
DISPLACEMENT	10,900 tons
COMPLEMENT	66 officers and 926 men

* * * * *



#40

HISTORY OF USS TAKANIS BAY (CVE 89)

X-E 182
05

The aircraft carrier (escort) USS TAKANIS BAY was engaged in carrier qualification duty until the end of the War with Japan. In her 191 days of actual operations, a total of 2,509 pilots qualified in carrier landings aboard the ship, making a total of 20,159 landings and 2,259 catapult launchings.

The ship was constructed by the Kaiser Shipbuilding Company in Vancouver, Washington, and was named for a Bay off Alaska. She was launched on 10 March 1944 in Vancouver, and Mrs. Alden Ream Sanborn, wife of Captain Sanborn, USN, served as sponsor.

The USS TAKANIS BAY was commissioned on 15 April 1944 in Astoria, Oregon, with Captain A. R. Brady, USN, assuming command. Throughout 1944, the TAKANIS BAY operated under Commander Fleet Air West Coast, performing qualification operations out of San Diego, California.

From 3 April to 30 May 1945, the TAKANIS BAY underwent major repairs to her main engines at the Naval Repair Base, San Diego. Captain Brady was relieved on 3 June 1945 by Captain Courtney Shands, USN.

On 28 August, the carrier left San Diego enroute to Pearl Harbor, where she reported to Commander Carrier Transport Squadron, Pacific, for duty. Late in September 1945, the carrier was assigned to the "Magic Carpet" fleet for return and redeployment of personnel in the Pacific.

On 21 September, Captain Shands was relieved by Captain David B. Young, USN, as commanding officer of the TAKANIS BAY.

The TAKANIS BAY earned the Navy Occupation Service Medal for the period 2 November 1945 to 2 December 1945.

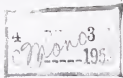
She was decommissioned and placed in the Pacific Reserve Fleet at Puget Sound, Washington in January 1947.

* * * * *

STATISTICS

OVERALL LENGTH	512 feet
BEAM	108 feet
SPEED	19 knots
DISPLACEMENT	7800 tons
COMPLEMENT	50 officers and 660 men

* * * * *



HISTORY OF USS MAKASSAR STRAIT (CVE 91)

The escort carrier USS MAKASSAR STRAIT was named for the Battle of Masassar Strait 24 January 1942 also known as the Naval engagement off Balikpapan. Commander Talbot's USS FORD with 3 other four pipers attacked a Japanese convoy, anchored 5 miles off the entrance to Balikpapan Bay sinking 4 transports and one PC in our first surface action in the Pacific Area. She was completed in time to participate in the Okinawa and Iwo Jima operations in the Pacific during World War II.

She was constructed by the Kaiser Shipbuilding Company, Vancouver, Washington during 1944. The MAKASSAR STRAIT was launched on 22 March 1944 in Vancouver, Washington, with Mrs. Truman J. Hedding, wife of Captain Hedding serving as sponsor. The USS MAKASSAR STRAIT was commissioned on 27 April 1944 in Astoria, Oregon, and Captain Warren K. Berner, USN, assumed command.

The shakedown period which followed, lasted until 14 July 1944, when she entered the Naval Repair Base, San Diego, California for routine post-shakedown availability. She was undergoing repairs in San Diego until 1 August 1944.

In the following 16 months, the aircraft carrier was to steam some 95,000 miles, complete 15,000 aircraft landings and participate in the assault and occupation of Iwo Jima and Okinawa.

She made a ferry trip from San Diego to Manus, Admiralty Islands in September and October 1944 with a full load of planes and passengers. The highlight of the voyage was the ship's first crossing of the Equator and a "shellback" initiation for some 500 passengers and members of the ship's company. The return voyage from Manus to Pearl Harbor was without incident and the ship remained at Pearl Harbor conducting training operations from 26 October to 29 January 1945 when the ship was underway for combat duty.

From 9 February to 1 March, the MAKASSAR STRAIT operated out of Guam providing air cover for the Logistic Support Group, FIFTH Fleet. The Logistic Support Group was available during this period, primarily to Task Force 58 which was then engaged in strikes against the northern Ryukyus and the southern half of the Japanese homeland.

Between the Iwo Jima and Okinawa Operations, the MAKASSAR STRAIT was anchored at Uliithi Atoll, Caroline Islands from 4 to 13 March 1945. At 0800 on 12 March, the carrier went to general quarters to repel air attack, and shortly thereafter observed fires resulting from a suicide attack on the RANDOLPH, which was anchored 10 miles to the north. The MAKASSAR STRAIT escaped without attack.

During the earlier stages of the operations surrounding the occupation of Okinawa from 13 March to 8 April, the MAKASSAR STRAIT with Composite Squadron 97 embarked, continued to operate with the Logistic Support Group for the FIFTH Fleet. There were no contacts with the enemy. Although a large number of floating mines were sighted and detonated, no damage resulted.

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS RUDYERD BAY (CVE 81)

The escort carrier USS RUDYERD BAY, veteran of five engagements in the Pacific during World War II, was constructed by the Kaiser Shipbuilding Company, Van Couver, Washington during 1943. She was named for a bay off the coast of Alaska. When the RUDYERD BAY was launched on 12 January 1944, Mrs. Scott Ernest Peck, wife of Captain Peck, USN, served as sponsor. The RUDYERD BAY was placed in commission at 1000 on 25 February 1944 in Astoria, Oregon. Captain Curtis B. Smiley, USN, assumed command of the carrier following the commissioning ceremonies.

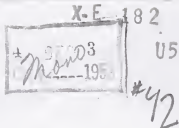
From 26 February to 16 March 1944, the ship fitted out at the Naval Station in Astoria and departed 23 March for San Diego, California, transporting ground personnel and squadron equipment of Air Group ELEVEN. Shakedown exercises were conducted in the operating areas off San Diego. This consisted of anti-aircraft firing practice, spotting and training battle practice, fueling at sea, and tactical maneuvers in company with the USS FANSHAW BAY. She left on her shakedown cruise to Espiritu Santo, New Hebrides, via Pearl Harbor, on 4 April 1944. The return voyage was made direct from Espiritu Santo to San Diego, with a load of passengers and aircraft.

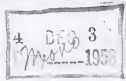
On 19 May 1944, the officers and men comprising Composite Squadron 77 were embarked and flight operations were conducted in the San Diego operating area. She received repairs and alterations during an availability at the Repair Base in San Diego from 29 May to 19 June 1944. During early July, the RUDYERD BAY conducted aircraft carrier landing qualifications in the San Diego operating area in company with the USS MCFARLAND, as plane guard.

After loading cargo and embarking passengers, a ferry trip was made by the carrier to Majuro Atoll in the Marshall Islands. The RUDYERD BAY stopped at Pearl Harbor enroute and returning to San Diego. On 8 August 1944 the ship returned to Pearl Harbor with Composite Squadron 77. From here, the ship went to Eniwetok, and joined Task Unit 30.8.14 which proceeded to Seeadler Harbor, Manus. Flight operations were conducted by the RUDYERD BAY enroute, furnishing air cover for the force.

In company with fleet tankers and other ships comprising Task Group 30.8, the RUDYERD BAY operated in the Philippine Sea in the vicinity of the Palau Islands during early September. The ship furnished anti-submarine and combat air patrols for the Task Group, whose mission was to supply fuel to ships of the THIRD Fleet during the Palau campaign. She returned to Manus on 15 September 1944.

After replenishment at Manus, the RUDYERD BAY returned to the Philippine Sea and rejoined Task Group 30.8. Air cover was furnished the task group during THIRD Fleet operations incident to the completion of the Palau campaign and the commencement of strikes against the Philippines. On 18 October 1944, six officers and 296 enlisted men from the cruiser HOUSTON were transferred to the RUDYERD BAY from the USS INGERSOLL and USS BIRMINGHAM. These passengers were disembarked at Ulithi Atoll, Western Caroline Islands on 21 October.





X-E 182

U5

HISTORY OF USS NASSAU (CVE 16)

The USS NASSAU comes of humble origin. The hull of the carrier was built by the Seattle-Tacoma Shipbuilding Corporation in May 1942. She was originally destined to become a merchant vessel. Caught up in the nation's frantic efforts to produce carriers in large numbers, she was towed shortly thereafter to the Puget Sound Navy Yard in Bremerton, Washington, where work was begun to convert her to an auxiliary carrier.

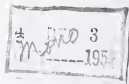
Named for a sound off the coast of Florida, the carrier was launched on 27 March 1942, with Mrs. G. H. Hasselman, wife of Lieutenant Commander Hasselman, USN, serving as sponsor. The NASSAU was commissioned at the Puget Sound Navy Yard, Bremerton, Washington on 20 August 1942 and Captain Austin K. Doyle, USN, assumed command.

Trial runs and fitting out activities were conducted in the Seattle area during September and early October. On the 10th of October she arrived at the Naval Air Station, Alameda, California and loaded aircraft. Four days later, the carrier got underway for Pearl Harbor. When she arrived in the Hawaiian Islands, she moored at the Navy Yard and underwent repairs and alterations. When this was completed, the NASSAU moved to the Naval Air Station, and embarked passengers and loaded aircraft for a voyage to Palmyra Island.

The NASSAU arrived in Palmyra on 30 October, and departed the same day enroute to Noumea, New Caledonia, and Espiritu Santo, New Hebrides. During November, December, and early January, the carrier returned to Noumea, and Espiritu Santo. After a week in Espiritu Santo, the NASSAU sailed for Viti Levu, Fiji Islands, where she conducted flight operations under Commander Task Force 65.

The escort carrier returned to Pearl Harbor on 14 February 1943 where she moored at the Navy Yard for repairs and alterations. On the 21st, she loaded personnel and aircraft, and got underway for Espiritu Santo on a ferrying mission. She returned to Pearl Harbor in mid-March, and continued on to Alameda, California, where she disembarked passengers and unloaded cargo. In April, she moved to San Diego and conducted flight operations for training purposes. When this was completed, she rendezvoused with Task Group 51.1, and steamed for Cold Bay, Alaska with VC-21 embarked.

On 4 May, the NASSAU got underway on a search mission and conducted flight operations under Task Force 51. The carrier provided air cover for the landings during the occupation of Attu Island from 11 to 20 May 1943. On the morning of 11 May the task group arrived in the vicinity of Red Beach, which had been occupied before daylight by scout troops landed from submarines. The transport J. Franklin Bell commenced landing troops and supplies on Red Beach while the battleships PENNSYLVANIA and IDAHO withdrew to the northward and prepared to execute fire support missions as directed.



HISTORY OF USS TRIPOLI (CVE 64)

The USS TRIPOLI (CVE 64) an escort type aircraft carrier of the Casablanca class saw service in both the Atlantic and Pacific areas of operations during World War II. In the two years following her commissioning she steamed a total of 250,000 nautical miles.

The TRIPOLI, formerly the Maritime vessel DIDRICKSON BAY was launched on 13 July 1943, at Vancouver, Washington, acquired by the U. S. Navy from the Maritime commission on 31 October 1943 and was commissioned as a combatant vessel on the same date. The ship was sponsored by Mrs. Leland D. Webb, wife of Captain Webb, USN.

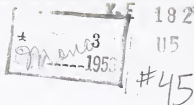
This is the first ship to bear the name TRIPOLI and was named after an historic battle during the Tripolitan War, fought with the Barbary pirates. On 3 August 1804, an American squadron commanded by Commander Edward Preble assaulted the shore batteries of the Barbary stronghold at Tripoli. This was the most significant of the several American attacks upon Tripoli during the summer of 1804, to protect our growing commerce against their piratical attacks.

Soon after her commissioning the TRIPOLI steamed down the west coast to San Diego out of which she operated training carrier pilots. In January 1944 the traveling "T" as the ship was affectionately known by her crew sailed for duty with the SECOND Fleet operating in the Atlantic ocean. While making the passage through the Panama Canal the carrier was discovered to be too wide for the locks. Although her measurements conformed to that of the larger carriers abeam, her gun sponsons scraped the walls of the locks and some of the ship's grey paint was left behind.

After reporting to the SECOND Fleet the TRIPOLI joined the Battle for the Atlantic as a member of a Hunter-Killer Group on Anti-submarine Warfare Patrol. During these Hunter-Killer operations the TRIPOLI steamed the Atlantic from the Cape Verde Islands in the East, Argentina, Newfoundland in the North and the region of Capetown in the South.

During World War II, the public was not aware of the important mission that the TRIPOLI and other escort carriers in the Hunter-Killer groups played in maintaining open supply lanes to our allies and advanced bases. Records show simply that bombing attacks were made on surfaced subs on certain dates...or that her fighter group strafed underwater craft...or that her torpedo planes dropped their lethal loads on a submerged or surfaced U-boat. These entries in the ship's log hardly tell the real story.

The actual results obtained by the operation of the TRIPOLI may be found in the records of the Post of Debarkation in England, whose ledges reveal that the bulk of American forces in that theatre "arrived safely" between this and that date, or in the registers of Lloyds of London, who testify that shipping losses incurred by enemy action dropped an impressive percentage in 1944 over that of the previous year.



HISTORY OF USS WALLACE L. LIND (DD 703)

A veteran of four engagements in the Pacific during World War II, the destroyer USS WALLACE L. LIND was in the outer ring of steel that screened our powerful fast carrier task forces; "a new concept in naval warfare" from January 1945 to 2 September 1945 when she sailed into Tokyo Bay as flagship of Task Force 38. These mobile airfields, supported by battleships and cruisers were able to strike the enemy thousands of miles in advance of our bases. Heavily armed and incorporating the ultimate in naval design and reserach, the destroyer was more a miniature cruiser than a destroyer, and displacing 2200 tons at light load.

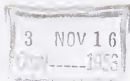
The destroyer WALLACE L. LIND was built to operate with the larger and hard hitting ships of the Fleet. The keel of the WALLACE L. LIND was laid on 14 February 1944 by the Federal Shipping and Drydock Corporation in Kearney, New Jersey. She was launched on 14 June of the same year, and Mrs. Wallace L. Lind, widow of the ship's namesake served as sponsor.

The ship's namesake, Captain Wallace L. Lind, USN, was born on 18 June 1887, in Brainerd, Minnesota. He was awarded the Navy Cross for distinguished service as executive officer of the USS PRESIDENT LINCOLN where his organization and training of the crew permitted everything possible to be done to save the ship after she was torpedoed on 31 May 1918. Captain Lind was also decorated by Sweden for services to Rear Admiral Tamm during his visit to this country. She was commissioned at the New York Navy Yard on 8 September 1944 after a simple but impressive ceremony. Following a short period of fitting out at the Navy Yard, the LIND sailed on her first cruise to Bermuda. The ship underwent a strenuous training program designed to make her a fighting ship, ready for battle.

The month of October 1944 was an arduous one with innumerable trials and practices, gunnery and torpedo problems, anti-submarine and anti-aircraft measures, maneuvers by day and night, and drill after drill. Following the shakedown cruise the LIND finally got underway for the Pacific on 21 November 1944, acting as one of three escorts for the NEW YORK, NEVADA and TUSCALOOSA. At the Panama Canal, the LIND and TUSCALOOSA proceeded ahead of the others for Pearl Harbor via San Diego, California, reaching their destination on 13 December. The LIND spent a few days of intense training in and around Pearl Harbor, and finally, on Christmas Eve, 1944, set out for the forward area escorting the carrier ENTERPRISE.

At dawn of 5 January 1945 LIND joined Task Force 38 northeast of Luzon, Philippine Islands. The Task Force had been operating for several days when the LIND joined, but there was still plenty to be done. The Task Force bombarded Luzon and Formosa and then steamed into the South China Sea. The rough, stormy weather encountered there did not prevent the planes from finding and destroying their targets up and down the coast from Hong Kong to Indo-China. Towards the end of January 1945, and with the occupation of Luzon well underway, the Task Force sailed out of the China Seas, struck at Formosa again, plus Okinawa, and set out for Ulithi in the Western Caroline Islands.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS FROST (DE 144)

During the short time that the destroyer escort USS FROST was active during World War II, she operated entirely in the Atlantic and participated in five submarine assessments. The ship was constructed by the Consolidated Steel Corporation in Orange, Texas, and was named for Commander Holloway H. Frost, USN.

The keel of USS FROST was laid on 13 January 1943, and she was launched on 21 March of the same year. Mrs. Holloway Frost, widow of the ship's namesake, served as sponsor. The destroyer escort was placed in commission on 31 August 1943 with Lieutenant Commander T. S. Lank, USN, assuming command as her first commanding officer.

Commander Frost, for whom the ship was named, was a student of military and naval history, and is the author of "The Battle of Jutland" and "On a Destroyer's Bridge".

Following a fitting out period at Orange, Galveston, and New Orleans, FROST underwent a shakedown period at Bermuda during September and October 1943. She then steamed to Charleston, South Carolina for post-shakedown availability.

On 29 October 1943, the destroyer escort received her first operational assignment, that of experimental work in New London, Connecticut. Destined for convoy duty, she departed on 10 November enroute to Casablanca via Norfolk, escorting Convoy UGS 24.

USS FROST arrived in Casablanca on 1 December, and made a return voyage to New York, arriving on Christmas Day 1943.

On 4 January 1944, Lieutenant J. H. McWhorter, USNR, relieved Lieutenant Commander Lank as commanding officer of FROST. A short training period followed in Chesapeake Bay, and on 14 January she departed for New York escorting the battleship ARKANSAS.

Damage was sustained to No. 4 engine room enroute, and as a result FROST underwent repairs at the New York Navy Yard until 18 February. A further training period was completed at Casco Bay, Maine on 27 February 1944.

Between 2 and 17 March 1944, the escort made a voyage to Panama, escorting 24 transports southbound, and three escort carriers northbound. She returned to Norfolk on 17 March 1944.

USS FROST was assigned to a killer group under Commander Task Group 21.15 on 24 March 1944. This cruise lasted seven weeks which resulted in the killing of two submarines. The first U-boat was cornered on 7 April and sunk by the use of hedgehogs, depth charges, gunfire and ramming. The second U-boat was originally sighted on the surface by an aircraft from USS CROATAN on 26 April, west of the Cape Verde Islands.

E 182
05
3 NOV 16
#47

HISTORY OF USS HERON (AVP 2) (EX AM 10)

Formerly the auxiliary minesweeper AM-10, the USS HERON was constructed by the Standard Ship Building Corporation, New York, and later converted to a seaplane tender (small).

The ship was named for a bird which is found around Louisiana and vast marshes near the coast, and lives on minnows and other small shallow-water fish. The keel of USS HERON was laid on 26 August 1917. The ship was launched on 18 May 1918 with Miss Astrid Rundquist serving as sponsor.

Commissioning ceremonies were held on 30 October 1918.

When World War II started, HERON was operating under Patrol Wing TEN, and was anchored in Port Ciego, Philippines. She was under the command of Lieutenant Commander William L. Kabler, USN.

The seaplane tender had set up a base on Ambon when she received word that the destroyer PEARY was in need of help after the bombing she received in Molucca Passage. HERON sailed with oil and engine replacements on 29 December. She intended to rendezvous with the damaged destroyer at Ternate, on the east shore of Molucca Passage the following day. Since Japanese bombers had been in that section, HERON rendezvoused at night. HERON arrived off Ternate but was unable to negotiate the pass to the inner harbor because of darkness.

The seaplane tender received word that PEARY had left, and she set course returning to Ambon. The following morning -- 31 December, as HERON crossed the Equator, she sighted two friendly patrol planes, which notified her that PEARY had cleared safely and was on her way.

At 0930, an enemy aircraft came in on a bombing run. HERON opened fire with every gun on the ship, and apparently, enough machine gun fire hit the plane to discourage a bomb drop on the first run. The bomber was determined however, and bombs were dropped on the twisting and turning HERON twice. Each time the bombs fell clear.

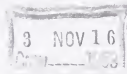
A rain squall was noticed to the southwest, and HERON made a run for it. Some two hours later, the weather cleared, and a Japanese flying boat was sighted on the water on HERON's starboard beam. The aircraft took off and circled HERON for almost four hours. About 1430, reinforcements were sighted, which consisted of two sections of three four-engined Japanese patrol planes.

At approximately 1500, one of the sections broke off and came in on a horizontal bombing attack. Altogether, this section made three bombing attacks and in each case the ship was maneuvered to avoid the bombs. The second section came in next on a bombing attack, and on their first run, HERON drew first blood by hitting one of the planes with a 3-inch shell. The plane started smoking, and dropped out of formation, retiring to the north.

Division of Naval History
Ships' Histories Section
Navy Department

R-E 132
U5

#48



HISTORY OF USS HERALD (AM 101)

Built by the General Engineering and Drydock Company of Alameda, California, the minesweeper USS HERALD earned two Battle Stars during World War II.

Launched on 4 July 1942, the ship was placed in commission on 23 March 1943 with Lieutenant Commander D. B. Poupency, USNR, as her first commanding officer. After her shakedown cruise, the ship got underway on 16 May, bound for Dutch Harbor, Alaska, where she took up patrol and escort duties. In July she participated in the unopposed landing on Kiska.

Lieutenant E. P. Dietrich, USNR, assumed command of the minesweeper on 14 October 1943, as she lay in Dutch Harbor.

Weather proved a more dangerous enemy than the Japanese in the foggy, ice-bound Aleutians. HERALD was anchored in Kuluk Bay on the early morning of 6 November when a wind, reaching 92 knots in gusts, caused her anchor chain to break. The engines could not keep the ship from swinging wildly into dangerous waters, so she was run up on the beach at a sandy point to avoid further damage.

A line handling party arrived on the beach an hour later and secured the ship by two six-inch lines. When the tide came in, her stern swung safely over the rocks and on the next tide five tugs combined their power to pull her free.

Repairs were made in a floating drydock at Dutch Harbor, and the ship was soon seaworthy again. During her tests a small tug broached and capsized, but all her personnel were rescued.

Ordered back to the States, the ship arrived in Seattle, Washington on 10 December. After extensive repairs, she sailed to San Francisco, departing for Pearl Harbor on 21 February 1944. After two convoy voyages to the Marshalls, she got underway for Eniwetok on 30 May to join the invasion fleet for Saipan.

HERALD sailed on 12 June 1944 with the invasion armada, arriving on D-day, 15 June. After making a sweep off Magicienne Bay, the ship was detailed to screen the transports. She continued with them, warding off air attacks and guarding against submarines during fueling operations and unloading until 22 June.

On 17 July she sailed to Tarawa to rendezvous with a group of LSTs, escorting them back to Pearl Harbor. On 11 August she departed for Eniwetok with a convoy, arriving on the 21st. Five days later she shifted to Saipan and on 30 August began a week of patrolling off Tinian, returning to Eniwetok to escort a convoy to Saipan which arrived on 19 September.

HISTORY OF USS HAYTER (APD 80)

Since her commissioning on 16 March 1944, at the Charleston Navy Yard, Charleston, South Carolina, USS HAYTER, a high speed transport converted from a destroyer escort, has seen service in Atlantic waters from Cuba to Palermo and Halifax to Bizerte. In her record are the sinking of a German submarine and the rescue of sixty-five survivors of the ill-fated USS FREDERICK C. DAVIS (DE 136).

The ship was named in honor of the late Lieutenant Commander Hubert Montgomery Hayter, who was presented the Navy Cross posthumously for extraordinary heroism above and beyond the call of duty while serving as Damage Control Officer aboard a Naval vessel during an engagement with enemy Japanese forces off Savo Island, Solomon Islands, on the night of 30 November 1942. She was launched on 11 November 1943, three months after the laying of her keel at the Navy Yard, Charleston. Mrs. Maurice V. Hayter, widow of the ship's namesake, served as sponsor.

At the commissioning ceremonies, Lieutenant Commander Fred Huey, USN, came aboard as skipper, and the ship was ready and eager to begin her duty. The first foreign shores sighted were those of Bermuda on 9 April 1944, during the "shakedown" cruise, but her real work did not begin until the first convoy run to Bizerte on 22 June. The next few months were repetitions of the first convoy trip, only such ports as Palermo and Oran were added to her itinerary. While enemy aircraft were sighted, HAYTER was never under direct attack, and all the convoyed merchantmen reached port without damage.

Yet these trips were by no means uneventful. HAYTER, carrying the Division Doctor, was called upon time and time again to come alongside merchantmen while underway in rough seas and transfer the doctor to those ships for emergency treatment. On one such occasion, the night of 26 August 1944, Lieutenant Edward R. McKay, (MC), USNR, of Salt Lake City, Utah, rode the breeches buoy in a sea so rough and under conditions so adverse, that his life was constantly in danger. For this act, beyond the call of duty, he was awarded the Letter of Commendation.

Upon returning from the third Trans-Atlantic voyage, HAYTER spent Christmas of 1944 in Boston and welcomed the New Year in that same port. Bright and early on the first day of 1945 she pointed her bow toward the Azore Islands and on 16 January met the enemy for the first time. HAYTER was operating with three other destroyer escorts., USS OTTER, USS VARIAN, and USS HUBBARD. When the ships made contact with the raider they increased speed and began closing in. The sub went northwest and the stalkers went after it. It suddenly turned westward, and the ships turned to follow. Then the action began. After four depth charges were dropped, water began boiling up in the area. The U-boat was apparently blowing her tanks in an effort to surface. Two more depth charge patterns sealed the killer's fate. It was blown to pieces in deep water. Debris, oil, and personal belongings of the crew -- such as a song book and the bowl of a pipe -- mutely told the crews of the destroyer escorts that their hunt was ended.

3 NOV 16
1953

U5

#50

HISTORY OF USS HAKE (SS 256)

The keel for USS HAKE was laid on 1 November 1941 by the Electric Boat Company, Groton, Connecticut. On 17 July 1942 the ship was launched with Mrs. Frank J. Fletcher, wife of Rear Admiral F. J. Fletcher, serving as sponsor. In accordance with tradition the submarine was named for a fish -- the hake, which is a North American game fish. At the Commissioning ceremonies on 30 October 1942, Lieutenant Commander J. C. Broach came aboard as commanding officer.

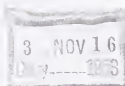
Upon completion of HAKE's shakedown cruise, during which time all the wrinkles of construction were ironed out, her crew emerged as a coordinated team. Departure of New London on 6 April 1943 on her first war patrol, found the crew nervous and tense with anticipation of the great and exciting adventures to come. Her first assignment was to proceed to Scotland and enroute conduct anti-submarine warfare against the German U-boats then still very active in the North Atlantic. No enemy action was encountered although several large allied convoys were witnessed on the Murmansk route escorted by our destroyers, destroyer escorts and light cruisers. Upon sighting such a convoy HAKE would silently slip down to her maximum depth, rig ship for silent running and pray they were not detected. Luck was always with her.

In addition to the U-boat menace, another dreaded enemy was the severe cold of the North Atlantic and this discomfort was increased by all day dives of 18 hours or more. After 22 days of playing hide and seek with U-boats and out convoys, and undergoing the worst conditions of the North Atlantic, USS HAKE arrived in Helenburgh, Scotland, thus completing her first war patrol. This was not a successful patrol in enemy tonnage sunk but it supplied all hands with invaluable knowledge of submarine warfare which was later applied successfully against our Oriental enemy.

After four days of recreation, USS HAKE departed Helenburgh on 24 May 1943 for her second war patrol. She was not to expectant as to action because she had received orders stating that she was not to fire on any surface ships. Her primary duty was anti-submarine patrol, with the patrol station just north of the Azores. Her objective was to try to cut off the flow of U-boats to the Atlantic.

The first thing sighted in the way of promising action was a well lighted ship at a very long range. HAKE immediately gave chase, but had to abandon it after steaming at flank speed most of the night. All the while she was intercepting what appeared to be German code. The final decision was that the ship was a mother ship refueling her brood of subs. Since HAKE believed she had been sighted, she did not attempt to close range for attack. After several long uneventful days on station orders were received to return to New London, Connecticut. She left station on 30 June 1943. A few days later as she was peacefully steaming along on the surface using a standard zig zag course, a periscope was sighted 400 yards on the port beam. USS HAKE turned away, crashed dived, and made her stern tubes ready. However, the captain was able to get only one check on the U-boat through the periscope, so he did not fire. The ship then proceeded home, arriving in New London on 17 July 1943.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS HAILEY (DD 556)

A winner of five Battle Stars during World War II, the destroyer USS HAILEY was named for Captain Joshua Hailey, who made three cruises in the TRUE BLOODED YANKEE during the War of 1812.

The keel for the new destroyer was laid by the Seattle-Tacoma Shipbuilding Corporation in their Seattle yards on 11 April 1942. Eleven months later, on 1 March 1943, she was launched, with Mrs. Claude S. Gillette, wife of Rear Admiral C. S. Gillette, acting as official sponsor. Commander Parke H Brady, USN, assumed command when the vessel was first placed in commission on 30 September 1943.

Captain Joshua Hailey, for whom the ship was named, was placed in command of the privateer TRUE BLOODED YANKEE in early 1813. The privateer, built in France by Rhode Island men, sailed from Brest on 1 March 1813, to prey on commerce in the Irish Channel. On one occasion, Captain Hailey seized an island near the enemy mainland and held it for six days while making repairs. In a 37-day cruise, he took 270 prisoners and captured immensely valuable cargoes.

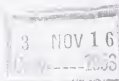
Sailing from France on his second cruise, Captain Hailey made a rapid circuit of Ireland and Scotland, landing several times and holding small coastal towns for ransom. During one fight he burned seven vessels in an Irish port. In May he ran into Dublin Harbor to sink a schooner that had eluded him on the previous day.

On 21 September 1813 Captain Hailey sailed again for his third cruise, setting his course for the English Channel. He captured and manned so many prizes that when she was finally captured the TRUE BLOODED YANKEE had only 32 men left of her original crew of 200. During her three cruises the ship had captured six ships and 21 smaller vessels.

After her shakedown cruise out of San Diego, the HAILEY joined the Pacific Fleet. On 19 January 1944 she headed west for the Marshall Islands and the first of her seven major Pacific campaigns. As the Marines poured ashore at Kwajalein, the destroyers stood off shore and pounded the enemy with five-inch guns in close fire support. HAILEY earned the first of many compliments on a job well done for her accurate shore bombardment in the Marshalls.

The greater part of April and May 1944 were spent in anti-submarine patrol and shore bombardment support for the Army in the New Guinea area. The entrance to Buka Passage was mined, and beaches along the Shortland Islands bombarded. HAILEY's first taste of enemy fire came one night off the Shortland. As she was steaming close to the beach on patrol, a brilliant searchlight suddenly lighted up the fantail and shore guns began firing. Before they could get the range, however, the destroyer cleared the area.

Division of Naval History
Ships' Histories Section
Navy Department



#52

HISTORY OF USS GUSTAFSON (DE 182)

Designed as a sturdy ocean-going escort for convoys, the destroyer-escort took over many of the functions previously performed by destroyers. Later in the war the DE's were used as plane guards for aircraft carriers, and operated in direct support of amphibious assaults.

One of these, the USS GUSTAFSON, joined the fleet in late 1943, when she was placed in commission at Newark, New Jersey. Named for Lieutenant Arthur L. Leonard Gustafson, USN, who was lost with the destroyer USS PEARY, the ship was built by the Federal Shipbuilding and Drydock company. Her keel was laid in their yard on 5 July 1943 and she slid down the ways three months later on 3 October 1943. Mrs. Eva Gustafson Stevens, widow of the ship's namesake, christened her during the launching ceremonies. USS GUSTAFSON was placed in commission on 1 November 1943 under the command of Commander Herman Reich, USNR.

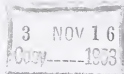
When the ship was ready for sea two weeks later, she left the New York Navy Yard for her shakedown cruise off Bermuda. During the next month ship and crew were put through tests designed to prepare them for any emergency which they might meet, molding them into a smooth fighting team. On 17 December she left Great Sound and headed home to New York for a post-shakedown yard period and her first assignment.

USS GUSTAFSON was sent south again, this time to Key West, Florida, where she spent a month in extensive training exercises with a group of Marine torpedo planes. After escorting a convoy to Galveston, Texas, and back to New York; she joined two other ships of her division, TRUMPETER and STRAUB, and two escort carriers for an anti-submarine cruise in the South Atlantic.

The three DE's were ordered into Rio de Janeiro to join USS MEMPHIS and WINSLOW, setting sail for Montevideo, Uruguay on 13 March 1944. Next stop for the three escorts was Bahai, Brazil and on 28 March STRAUB, TRUMPETER and GUSTAFSON departed for a mid-ocean rendezvous with USS SOLOMONS to begin the work which was to be GUSTAFSON's lot until 22 November. For the next eight months the sub-killer group steamed back and forth over the entire South Atlantic, from Uruguay and Capetown north to Dakar and Trinidad -- once achieving the doubtful distinction of crossing the Equator seven times in twenty-four hours.

This constant searching was rewarded on 15 June, when the group caught an enemy supply sub on the surface. Attacks by seven carrier planes resulted in a kill in the near record time of seven minutes from the first run. Survivors were recovered and the group set their course homeward.

USS TRIPOLI replaced the SOLOMONS on 22 August, and the hunt went on. Another submarine was attacked at the end of September and apparently damaged. Killer group activities drew to a close with the departure of TRIPOLI in mid-November and GUSTAFSON spent several weeks in Recife and Bahai, where she went into drydock.



#53

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS GRIMES (APA 172)

The transport USS GRIMES, originally built for the Maritime Commission, was constructed by the Oregon Shipbuilding Company in Portland, Oregon. The ship was accepted by the Navy on 23 November 1944, in Astoria, Oregon, and Captain J. M. Smith, USN, assumed command.

A fitting out period commenced which lasted until 1 December 1944 under the THIRTEENTH Naval District. She operated around Astoria, Oregon, San Pedro, and San Francisco, California, on shakedown exercises during December 1944. From 28 to 31 December, the transport conducted amphibious combat operations as a unit of Task Unit 13.19.10. The Task Unit was composed of RENVILLE, ATALLA and CARTERET.

This amphibious training continued until 11 January 1945 when the ship sailed for the Naval Repair Base in San Diego, for a post shakedown availability granted by the Operational Training Command. During the latter part of January, the ship returned to Seattle, Washington.

Ready for duty in the Pacific, GRIMES received cargo aboard, plus Army personnel from 26 - 30 January for transportation to Honolulu. The ship arrived in Honolulu on 10 February and commenced debarking passengers and discharging cargo.

In mid-February, GRIMES conducted amphibious exercises off the island of Maui, in the Hawaiian Islands. The Task Unit got underway on 20 February enroute to Eniwetok Atoll, Marshall Islands. They arrived there on 28 February, and departed again on 2 March destined for Iwo Jima. GRIMES sighted the loom of flares and star shells over Iwo Jima at 0100 on the morning of 14 March, when the transport was at a distance of approximately 100 miles from the island. She anchored off the northeast coast of Iwo Jima at 0835 that morning, and one hour later commenced embarking troops of the FOURTH Marine Division for evacuation to the Hawaiian Area.

From 15 to 19 March, GRIMES was anchored at Iwo Jima receiving personnel and equipment of units of the FOURTH Marine Division aboard. At 0900 on the 15th, while riding at anchor at a distance of about 1,000 yards from shore, GRIMES was brought under the fire of enemy small arms from position in caves and crevices of the cliff wall near the water's edge. Sporadic firing continued with missiles hitting the vessel for the next 30 minutes. The ship got underway shortly after this and departed for Apra Harbor, Guam.

Two landing craft were transferred to the boat pool while in Guam, and after a short voyage to Eniwetok, she got underway for Hawaii. This task unit arrived in Pearl Harbor on 5 April, and commenced debarking personnel and cargo.

In April, the ship underwent a short availability period in Pearl Harbor, After a month of amphibious exercises near the island of Maui, she steamed to the Mainland with a load of troops. The ship remained in San Francisco only a short time, and continued her voyage to Seattle, Washington, arriving

Division of Naval History
Ships' Histories Section
Navy Department



#54

HISTORY OF USS GREENE (APD 36) (EX DD 226 EX AVD 13)

After spending 18 years in "Red Lead Row," the old four-stack destroyer USS GREENE came out of retirement to win three Battle Stars and a Presidential Unit Citation during World War II.

The keel for the destroyer was laid in the Bethlehem Shipbuilding Corporation's yard at Squantum, Massachusetts on 3 June 1918, and she was launched on 2 November of the same year. Mrs. John Stevens Conover, daughter of the ship's namesake, christened her as she slid down the ways. The ship was placed in commission on 9 May 1919.

Commander Samuel Dana Greene, USN, for whom the vessel was named, was executive officer of the ironclad MONITOR during her engagement with the MERRIMAC on 9 March 1862, taking command when the MONITOR's commanding officer was wounded. He was on board the ship during her engagements in the James River of Virginia in April and May of 1862 and when she later foundered. He was especially commended by Commander Bankhead for his conduct during the storm in which the MONITOR was lost.

Placed in commission just six months too late to play an active role in World War I, USS GREENE was one of the many four-stackers decommissioned in 1922 and laid up at San Diego, California. Disturbed only by material inspections and periodic maintenance, she lay inactive until 1940, when she was selected as one of the 13 old destroyers to be converted and recommissioned as a destroyer seaplane tender. On 28 June 1940 GREENE was placed in commission in ordinary by Lieutenant (jg) L. R. Schulz, USN, at San Diego, and towed to San Francisco where Lieutenant Commander J. A. Briggs assumed command on 13 August 1940. The work of conversion was done by the San Francisco yard of the Bethlehem Steel Company, and USS GREENE was placed in full commission on 6 April 1941 as (AVD 13).

Making short stops at Mare Island, San Pedro, and San Diego, the old ship sailed through the Panama Canal, stopped at San Juan and Trinidad; and moved on to Bermuda. There she tended seaplanes until early December, when she left for an overhaul in the United States. During this yard period war was declared, and on 14 December the ship left Norfolk for Brazil.

The South Atlantic became familiar territory to GREENE in the succeeding months. From December until July 1942 she functioned as a seaplane tender in Natal, Brazil, with one visit to Rio de Janeiro for maintenance during Carnival time in February. On 31 May Commander Briggs was relieved as commanding officer by Lieutenant Commander W. S. Parr, USN.

During her return to the Charleston Navy Yard in July 1942 GREENE had her first contact with the enemy when two merchant ships were torpedoed near her. Since she did not have modern anti-submarine gear, she did not attempt to engage the submarine, but proceeded to Charleston without further event.

4 SEP 197
Copy-----1953 #55

HISTORY OF USS FLAHERTY (DE 135)

The destroyer escort USS FLAHERTY's career was highlighted by her participation in the first successful boarding and capture of an enemy man o' war on the high seas by the U. S. Navy since 1815 and sinking her single-handed.

USS FLAHERTY was named for Ensign Francis X. Flaherty, USNR, of Charlotte, Michigan, who gave his life at Pearl Harbor, 7 December 1941, where he held a flashlight while the men of his turret escaped from the heavily damaged OKLAHOMA. Mrs. John J. Flaherty, sister-in-law of Ensign Flaherty, christened the ship as she slid down the ways on 17 January 1943.

Built by the Consolidated Steel Corporation, Orange, Texas, the keel was laid on 7 November 1942. Put in commission on 26 June 1943, she was placed under the command of Lieutenant Commander Maxim W. Firth, USN. The officers and men of his crew had been thoroughly trained at the Sub Chaser Training Center, Miami, Florida and at the Naval Training School, Norfolk, Virginia, but the real training took place at Bermuda, where many hours were spent practicing operations so necessary for a naval ship -- breeches buoy, fueling at sea, battle stations, and various gunnery exercises.

Proceeding to Charleston, South Carolina for a period in the Navy Yard FLAHERTY began her duties which from then until her decommissioning took her to ports from Orange, to Charleston, Norfolk, New York, Portland, Jacksonville, Miami, Bermuda, Casablanca, Southampton, England; Ponta Del Gada, and Horta, Azores; Guantanamo Bay, Cuba; and Argentina, Newfoundland.

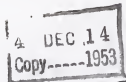
On 13 September 1943 Commander Firth was relieved of command by Lieutenant Commander Means Johnston, Jr., USN.

During the fall and winter of 1943 the FLAHERTY made several convoy runs to Casablanca; then in March 1944 she, with the other ships of Escort Division FOUR, joined the escort carrier GUADALCANAL (CVE 60) to make up a sub killer group to seek out and destroy enemy submarines.

This they did on their first trip. Depth charges and gun fire from the DE's accounted for the U-515 which was sunk 9 April 1944, and some days later the planes from the carrier accounted for the U-68, from which FLAHERTY picked up a section of a torpedo for study.

The next trip was, however, by far the most historic and unusual anti-submarine patrol of the war. Nearly out of fuel after an extensive search for submarines off the coast of French West Africa, Task Group 22.3 was headed for Casablanca when on Sunday, 4 June 1944, the destroyer escort USS CHATELAIN reported a possible sound contact at 1109, and began tracking. A submerged sub was definitely contacted and the attack began. The first depth charges from CHATELAIN forced the sub to surface and, with orders to capture it if possible, the attacking force converged, spraying their victim with automatic weapons fire.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS WHITE PLAINS (CVE 66)

One of the converted merchantmen derisively called "Kaiser Coffins," the escort carrier USS WHITE PLAINS proved her worth during World War II, winning five Battle Stars and a Presidential Unit Citation for conspicuous gallantry.

1. The ship, sponsored by Mrs. Marc Andrew Mitscher, wife of then-Rear Admiral Mitscher, was launched on 27 September 1943 at Vancouver, Washington. She was placed in commission on 15 November 1943, at Astoria, Oregon. Captain O. A. Weller, USN, was her first commanding officer.

The USS WHITE PLAINS was named for an engagement between the British Army under General Howe and the Continental Army under General George Washington, following the occupation of New York by the British and Washington's retreat to Harlem Heights. Washington retired to a new line of defense following the battle.

After an intensive period of outfitting, shakedown and training drills which lasted through another month and took the ship to San Diego, she was ordered to the Gilbert Islands to transport aircraft to Tarawa. Her complement was incomplete and her men for the most part still very green. Tarawa was the forward area at that time, however, and when an enemy raid forced an emergency evacuation from Tarawa lagoon, the WHITE PLAINS was not exempt merely because her operational training had been interrupted when she was dispatched on this cruise.

When the ship again saw San Diego in March, she was already well-acquainted with nearly all the newly-won anchorages in the Marshall and Gilbert Islands. She had not only gained transport experience, but had also pioneered in replenishment duty, furnishing aircraft to replace the losses from the large carriers during the Marshalls campaign. Still, her operational training had not been completed, and back she went to school.

During April 1944 she qualified three squadrons in carrier landings off San Diego. Then, after an overhaul at the Destroyer Base there, she took aboard her permanent squadron, VC-4, and filled out her crew. The final polish was added during May, in operations out of Pearl Harbor.

Appreciating the fact that the thin-skinned carrier's best means of protection were her planes, the ship's crew showed the heartiest interest in increasing the squadron's efficiency. The maintenance of aircraft in a ready condition was stressed. Constant vigilance had to be developed to maintain air-to-ship communications and to provide the pilots with all the information which they would need during a combat operation.

The last phase of the WHITE PLAIN's training for combat duty was completed with practice amphibious exercises on Hawaiian beaches, giving basis to the rumors that the ship would be used in support of an up-coming amphibious assault.

Division of Naval History
Ship's Histories Section
Navy Department

4 DEC 14
Copy-----1953

#57

HISTORY OF USS RELIEF (AH 1)

The story begins with the RELIEF in Boston Harbor.

Prior to February 1943, the ship had served the fleet as its number one hospital ship. When the war broke out she was in Argentina, Newfoundland. Before being sent to Boston, she had lain in Casco Bay, Maine, almost forgotten, it seemed. She acted as station hospital ship in Casco Bay for nine months prior to the time she came to Boston. The crew members swore she could never be moved out of the bay, because she was aground on a mound of coffee grounds. Just prior to the time she received orders for Boston, the Admiral present in Casco Bay moved his flag aboard her while his own ship went into dock for repairs. The flag remained aboard for a few days only. In approximately the time it would take for Washington to get word of the flag's shift to the hospital ship, a reply came, directing the flag to get off at once, and directing the RELIEF to proceed to Boston to make ready for war.

The crew took this in stride. They decided that Washington had lost track of the ship for the past nine months, and when the flag reported aboard, Washington was suddenly reminded that the Navy had a hospital ship in the States, and immediately dispatched her to the fighting fronts. The crew said the ship would be in Casco Bay still, if the flag hadn't given away her location.

Between the days of 8 February and 23 February 1943, USS RELIEF was docked in the Navy Yard at Boston, Massachusetts.

Technically, no one knew why she had been ordered to Boston. Actually, everyone aboard realized that she had been sent to Boston to prepare for actual participation in the war.

She entered the Navy Yard painted drab grey, her peacetime color. When she left, she was painted white. A broad green stripe was painted around her hull, and Red Crosses on her sides, superstructure decks and stack. The crew said she was getting "torpedo-proof" paint.

February 23rd RELIEF sailed out of Boston Harbor, bound for the Panama Canal.

From 3 March 1945 the RELIEF was at Balboa, Panama Canal Zone. Some of the men felt salty enough, in Panama, to buy their first souvenirs. But those have been lost, for the most part, or thrown away, because the souvenirs they got later have a different value -- a grimmer, but a better one.

When the ship sailed from Panama she was under orders to proceed deep into the South Pacific. She was bound for Noumea, New Caledonia. This was the first South Pacific port the RELIEF saw. Her duty there was to service the fleet. When she arrived, the battle for the Solomons was raging, and transports brought the wounded and injured out of the battle zones to where she lay in the rear area. Dissatisfied with being so far removed from the scene

4 DEC 14
Copy-----1953

X-E 182

#58

HISTORY OF USS ISABEL (PY 10)

At the time World War I was declared the ISABEL was undergoing construction at the Bath Iron Works, Bath, Maine for a private individual. Although intended for a yacht the ship was designed along the same lines as a destroyer. Before she was completed, the individual sold her to the U. S. Navy, which was then expanding in the effort to end the war.

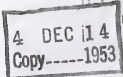
The USS ISABEL (PY 10) was completed by the Navy, fitted with torpedo tubes, and commissioned in 1918 as a destroyer leader. After operating for four years with the Atlantic Fleet, she was transferred to the Asiatic Fleet, where she served as flagship for the South China Patrol, the Yangtze River Patrol, and finally in 1928 was painted white and converted to serve as flagship of the Commander in Chief, Asiatic Fleet. It was in this capacity that she was serving when World War II broke out.

On 3 December 1941, the ISABEL was given four hours notice to be stripped for war, fueled, and sailed from Cavite Navy Yard, Manila under sealed orders. Two days later, with the hills of Camarand Bay, French Indo-China in sight, and the Japanese Fleet reported 50 miles away, the ship was ordered back to Manila. On the return trip several Jap bombers flew over with bombs in their racks.

The ISABEL was still about 70 miles from Manila when the Japs pulled their "Sunday punch" at Pearl Harbor on 7 December and began an un-declared war on the U.S. She continued on to Cavite, and on 10 December, sixty-eight Jap bombers in a three-hour raid destroyed Cavite Navy Yard and started fires in Manila. The ISABEL's fantail was ringed by eight bombs, all duds. She fired at the bombers and it is believed shot one down. Under the cover of darkness she slipped out of Manila Bay in company with the USS HOLLAND and several other ships and proceeded to the Dutch East Indies to escape further Jap air attack. During that night, the crew painted the ship gray with swabs and brooms in compliance with verbal orders of Admiral Thomas C. Hart, shouted from his barge, as the ISABEL steamed out of Manila Bay.

When the ship arrived at Balikpapan, Dutch Borneo on 14 December, she had no radar, sound gear, gyro compass or depth charges, but she was setting out to help win the war with what she had. From this time on until 19 February 1942 the ship operated as an anti-submarine escort for convoys. She escorted Dutch and American merchant ships between Batavia and Soerabaja, Java, Palembang, Sumatra, Makassar and Sunda Strait. Depth charge racks were installed on the 24th of December at Soerabaja, Java. The ISABEL arrived during the first air raid on each of the harbors Batvia, Palembang, Soerabaja, and Java. She managed to keep just about a month ahead of the Jap invasion in each place except the last, where she escaped by only one day.

On 7 February on the way back to Soerabaja from a convoy assignment, the ship was ordered out to rescue the Dutch and American survivors of the Dutch merchant ship SS Van Cloon, which had been shelled, torpedoed, and sunk by a Jap sub a few hours before. While the first boatload of survivors was being picked up, the Jap raider surfaced. The ISABEL opened fire and drove it down. An assisting Catalina flying boat dropped a few depth charges and the ISABEL left her rescue job to lay down a complete pattern of depth charges. The sub



HISTORY OF USS HOWARD W. GILMORE (AS 16)

Submarine tenders do not on their own bring much glory, but it is through their continuing excellent service that our "silent service" was able to operate so efficiently during the war and humble the Rising Sun.

The submarine tender USS HOWARD W. GILMORE was constructed at the Navy Yard Mare Island, California during 1942. The keel of the tender was laid on 21 December 1943, with Mrs. Howard Gilmore, wife of the ship's namesake serving as sponsor. On 24 May 1944, the GILMORE was placed in commission at the Navy Yard, Mare Island, California, and Captain Daniel N. Cone, USN, assumed command as the ship's first commanding officer.

The ship was named USS HOWARD W. GILMORE in honor of Commander Howard W. Gilmore who died on the deck of his ship the submarine GROWLER, as she crash dived to seek safety from 3" fire of a Japanese gunboat. He was awarded the Congressional Medal of Honor for this action of ramming the gunboat and ordering his Exec to "Take her down". He was born in Selma, Alabama on 29 September 1902.

Trial runs were conducted in San Francisco Bay on 25 June 1944. She commenced her shakedown cruise on 15 July, and for the remainder of the month, operated in and around San Diego. The USS GILMORE returned to the Navy Yard, Mare Island on 3 August 1944 for post-shakedown repairs and remained only nine days. After this she headed for Pearl Harbor, arriving on 18 August. She reported for duty to the Submarine Force, Pacific Fleet.

She steamed out of Pearl Harbor on 12 September, and proceeded to Majuro Atoll, Marshall Islands, arriving on 19 September. During the five months that the submarine tender remained there, submarines were refitted for war patrols, as well as being given voyage repairs, and extensive training programs for ship and squadron relief crew personnel.

The USS GILMORE got underway on 24 January 1945 enroute to Pearl Harbor, escorted by the USS RAMSEY. The GILMORE arrived in Pearl Harbor on 29 January 1945, and after a 10-day loading period, she got underway again for Brisbane, Australia carrying Submarine Division 301. Gunnery exercises were conducted while enroute from Pearl Harbor to Brisbane. Upon arriving in Brisbane on 23 February, all passengers were discharged.

Two days later, she got underway for Humboldt Bay, Dutch New Guinea, and arrived on 3 March. Here again more material was loaded, this time the cargo consisting of several hundred tents urgently needed for an advanced base. Joining a convoy later the same day, the GILMORE headed for Subic Bay, Luzon, Philippines via Leyte. Upon arriving in Subic Bay on 13 March, the GILMORE relieved the USS GRIFFIN and work was immediately started on setting up a Submarine Rest and Recuperation Camp, plus refitting submarines.

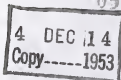
Command of the USS GILMORE was turned over to Commander Carl A. Johnson, on 18 April 1945, when he relieved Captain D. N. Cone. The submarine tender refitted submarines until 30 August 1945, when orders were received to return

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182

05

#60



HISTORY OF USS HOPE (AH 7)

The USS HOPE was one of three hospital ships converted from a 6000 ton Maritime hull and fitted with 680 beds for speedy treatment of battle casualties. The HOPE was one of the Navy hospital ships operated by a Navy crew but with an Army hospital unit on board.

Built by the Consolidated Steel Corporation at Wilmington, California, the vessel was acquired on 30 August 1943 and placed in commission on 15 August 1944. Commander Albert E. Richards, USNR, assumed command of the ship, and Lieutenant Colonel Thomas B. Protzman, MC, USA, assumed command of the hospital.

After her shakedown, the ship sailed from San Pedro, California on 23 September for Pearl Harbor. After a four day availability there, the ship set course for Guadalcanal. Enroute, however, she was diverted to Manus Island and arrived on 17 October 1944, only to find that the fleet had already left for the invasion of the Philippines.

Following the invasion fleet to Kossol Passage, the ship lay to off Babelthup to receive a few patients and to give medical and dental treatment to personnel from ships in the anchorage. During her stay there the ship could see the daily bombing and strafing of Babelthup by planes, PT boats and LCI gunboats.

Arriving in Leyte Gulf on 7 November 1944, the HOPE admitted 447 patients in the following two days to the hospital. After waiting for two days in an effort to get an additional 200 wounded aboard who could not be evacuated because the rain had made the roads ~~an~~ impassable quagmire, she sailed on 9 November.

Her patients were discharged at Hollandia, New Guinea, and the ship sailed again for Leyte via Kossol Passage, arriving in Leyte Gulf on 23 November. Embarking 602 patients, she departed the same day for Hollandia. Taking aboard 120 nurses, she departed again on 30 November for the Philippines.

During the morning of 3 December lookouts spotted smoke which was presumed to be from a sub equipped with "Schnorkel" apparatus shadowing the HOPE. Six hours later, a Japanese torpedo plane made an attack in spite of the ship's clear markings. Fortunately the attack was unsuccessful.

Arriving the following day, the HOPE took aboard 655 patients and sailed on the 6th. That evening, as she was 50 miles away from Tacloban and fully illuminated, she was again attacked by an enemy plane, who dropped one bomb off the starboard beam without causing damage.

Discharging her patients at Manus, the ship picked up 708 wounded and took them to Hollandia. During the return voyage distress signals were picked up on Christmas Day and following the radio beam, the ship picked up four Army flyers who had crashed 30 hours before.

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182 :

4 DEC 14
Copy-----1953

#61

HISTORY OF USS HERNDON (DD 638)

Destroyer 638 was the second ship to bear the name HERNDON, the first having been transferred to Great Britain with the fifty overage destroyers exchanged for bases prior to our entry into World War II, and renamed CHURCH-ILL. It was later given by Britain to the Soviet Union and was reported lost in action by the Soviet Navy.

The original HERNDON (DD 198) was named in honor of Commander William Lewis Herndon, USN, who went down with his ship, the CENTRAL AMERICA on 12 September 1857 in a violent storm off Cape Hatteras. 152 of the 575 souls aboard were saved through the efforts of he and his stalwart crew. Commander Herndon was born in Fredericksburg, Virginia on 15 October 1813. A monument to his memory was erected by his fellow officers and stands before the chapel at the Naval Academy, Annapolis.

At the launching on 5 February 1942, at the Norfolk Navy Yard, Portsmouth, Virginia, Miss Lucy Herndon Crockett, great-grandniece of the ship's namesake, served as sponsor. The ship was commissioned on 20 December and Commander Granville A. Moore, USN came aboard as skipper.

Following the shakedown and training cruises, the HERNDON made one trip escorting a convoy from the United States to North Africa during March and April 1943. She had her first taste of battle at Sicily, being in the Task Force assigned to furnish fire support and to cover the landing of the troops about Gela. The HERNDON participated in the screening of assault vessels against aircraft and submarine attacks. She remained on the "line" from 10 July to 2 August 1943. During a particularly heavy air raid on 1 August, she worked around the island of Sicily with the advancing troops and aided in repelling German aircraft in the harbor of Palermo, Sicily.

After the Sicilian campaign, the HERNDON screened troop convoys to the British Isles. These troops and supplies were destined to break into "Fortress Europa" and end the rule of Hitler. In the spring of 1944 the HERNDON reported to Commander U.S. Naval Forces in Europe for duty. Then began an intensive period of training in preparation for "D Day". The Baie de la Seine beaches in Normandy were selected for the assault because of their proximity to the relatively undamaged ports of southern and western England, and because they were within easy range of fighter plane bases in England. The HERNDON was the first U.S. destroyer to enter the fire support area the night of 5 June. During the initial period of the invasion, she screened the assault vessels, furnished fire support, and patrolled about the area of the Baie de la Seine and the Cherbourg peninsula.

It was during this period that the HERNDON received the nickname "Lucky". While several other ships in the same area were hit by mines, bombs, and shore batteries, the HERNDON escaped unscathed and unharmed.

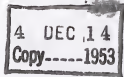
In July 1944, she joined a Task Force composed of British and American escort carriers, destroyers, and cruisers to train for duties as escort in the Mediterranean. On 15 August 1944, the ship screened the carriers and

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182

U5

#62



HISTORY OF USS HENDRY (APA 118)

Placed in commission in late 1944, the attack transport USS HENDRY earned two Battle Stars for participating in the initial assaults on Iwo Jima and Okinawa.

Named for a county in Florida, the ship was built by the California Shipbuilding Corporation at Wilmington, California, for the Maritime Commission. Acquired by the Navy on 28 September 1944, she was placed in commission the following day and turned over to Captain R. C. Welles, USN, as her first commanding officer.

After a rigorous shakedown cruise, the transport got underway on her maiden voyage on 23 October 1944, bound for Pearl Harbor. Here she began amphibious training until 11 December, when she sailed for Midway, returning to Pearl Harbor on the 20th. On 27 January 1945 she again sailed westward, pausing at Eniwetok and Saipan before joining the invasion fleet for her first amphibious assault on Iwo Jima.

Shortly after dawn on 19 February 1945 the assault forces arrived off the southeast beaches of Iwo Jima and began pouring troops ashore. During six days in the combat area, USS HENDRY unloaded cargo and troops during the day and retired at night to the open sea. Air attacks were frequent and on the evening of the 21st the escort carrier BISMARCK SEA and the larger carrier SARATOGA were hit and the escort carrier went down.

When her troops and their equipment had been put ashore, the transport sailed on 25 February for Saipan, arriving three days later. Preparations for one of the biggest invasions of the war began almost immediately, and on 27 March the ship joined over 1200 other ships for the landings on Okinawa, scheduled for Easter Sunday morning, 1 April 1945.

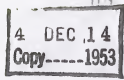
For ten days the ship stood off the shores of Okinawa, braving Kanikaze attacks daily to complete her unloading. As at Iwo Jima, she came through with no casualties, either on board or in her beach crew. On 10 April she withdrew, arriving at Saipan on the 14th.

In early June the ship left Saipan for Tulagi and Espiritu Santo, returning to Eniwetok by 1 July 1945. After ten days in port, she steamed to Guam and on 21 July, she set out for the United States, arriving in San Pedro, California on 6 August, eight days before the cessation of hostilities.

USS HENDRY earned two Battle Stars on the Asiatic-Pacific Area Service Medal for participation in the following operations:

- 1 Star/ Iwo Jima Operation
Assault and Occupation of Iwo Jima ----- 19 - 25 February 1945
- 1 Star/ Okinawa Gunto Operation
Assault and Occupation of Okinawa Gunto ----- 1 - 11 April 1945

Naval History Division
Ships' Histories Section
Navy Department



HISTORY OF USS GROUPER (SS 214)

The sleek submarine, USS GROUPER participated in ten engagements in the Pacific during World War II, which resulted in sinking 23,800 tons of enemy shipping, and damaging 51,000 tons. In addition, she rescued a total of nine downed aviators.

The submarine was constructed by the Electric Boat Company, Groton, Connecticut. The keel was laid on 28 December 1940. She was launched on 27 October 1941, with Mrs. Albert T. Church, wife of Rear Admiral Church, serving as sponsor, and was first commissioned on 12 February 1942.

The USS GROUPER was named for a salt water fish that thrives off the coasts of Florida, Central America and the West Indies. They are excellent food fish and make game sport.

After a brief training period in New London, Connecticut, the GROUPER was ordered to the Pacific. Her first war patrol was conducted from 4 June to 30 July 1942. On the morning of 4 June, off Midway, the GROUPER dived expecting to sight the enemy at any moment. That morning, she had received a message from Commander Task Force SEVEN, giving the positions of enemy carriers and their main body. Task Group 7.1 less the CACHALOT, CUTTLEFISH and FLYING FISH were ordered to pursue them.

The GROUPER's position looked good, so she remained submerged taking a course to intercept at six knots. She manned her battle stations at 0726 and five minutes later sighted a number of planes on the horizon. The distance was too great to tell much about them, but they appeared to be taking off from a carrier. The GROUPER was machine gunned at 0751 and then bombed while running at periscope depth in order to sight the enemy carriers. Lookouts sighted a large number of various type aircraft scattered throughout the sky. Numerous dog fights appeared to be going on in the clouds. When the GROUPER raised her periscope again a Japanese fighter plane was diving at her, firing her machine guns and cannon. Shells were exploding very close to the conning tower, and the GROUPER crash dived. A series of approximately ten to 12 explosions were heard at 0917 which resembled depth charges.

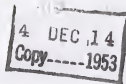
The GROUPER had been making a sweep at varying speeds to confuse her attackers, continuing to search for the carriers ahead. She was depth charged from 0930 to 1114, with approximately ten to 12 charges being dropped on each attack.

At 1140, the GROUPER came up to periscope depth and sighted smoke from two burning ships at a distance of ten miles. She changed course to close and sink the burning ships which were believed to be carriers. The submarine was bombed again enroute and increased depth as she continued to close.

At 1314, the GROUPER heard several heavy explosions and changed course to clear the area thinking the range of the first burning ship might have been under estimated, and there was a possibility that she might blow up and sink on top of the GROUPER.

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182



HISTORY OF USS GRIFFIN (AS 13 ex SS MORMACPENN)

Submarine tenders do not on their own bring much glory. But it is through their continuing excellent service that out "silent service" was able to operate so efficiently during the war and humble the Rising Sun.

The submarine tender USS GRIFFIN was acquired by the Navy from the U. S. Maritime Commission in 1941. She was formerly named the SS MORMACPENN.

The ship was renamed the USS GRIFFIN in honor of Rear Admiral Robert S. Griffin, USN, who was awarded the Distinguished Service Medal for exceptionally meritorious service as Chief of the Bureau of Steam Engineering in connection with the design building and upkeep of machinery for new vessels and vessels in commission. He was born in Fredericksburg, Virginia on 27 September 1857.

Constructed by the Sun Ship Building and Dry Dock Company in Chester, Pennsylvania, the ship was first placed in commission on 31 July 1941. When the ship was acquired by the Navy she was converted to a submarine tender. This work was completed in September 1941, after which she visited various ports on the East Coast of the United States.

The GRIFFIN visited such ports as Newport, New London, Hampton Roads and Newport News. On 21 November 1941, the ship left New London for Placentia Sound, Argentia, Newfoundland, arriving six days later. She remained there until 8 December. At that time, due to the declaration of war, the GRIFFIN returned to New London for provisions and stores, prior to departing for the Pacific theater of operations.

The USS GRIFFIN with Submarine Squadron FIVE aboard left Newport for the Pacific on 14 February 1942, carrying in addition to her own needs for submarine overhaul and supply, ordnance material for the USS HOLLAND. She steamed for Brisbane, Australia via the Canal Zone, and Bora Bora, Society Islands. The GRIFFIN stopped in Balboa for a two day dry-docking period, prior to continuing her 59 day voyage.

When the tender arrived in Brisbane, she started the Navy Submarine Repair Unit No. 134 at the New Farm Wharf. All submarine squadron FIVE boats were tended there by the GRIFFIN. In addition she acted as an overhaul, torpedo loading, provisioning, and fueling station for many other submarines.

After the submarine tender FULTON relieved her, the GRIFFIN left Brisbane for Bora Bora. During her stay at New Farm Wharf, she refitted, repaired, fueled, provisioned and armed a total of 50 submarines. The return voyage to the United States was uneventful. In the Fiji Islands, Submarine Division 53 proceeded with the GRIFFIN to Balboa. In early 1943, the two parted company -- Submarine Division 53 going to the Atlantic, and the GRIFFIN steaming for Oakland, California.

She entered the Moore Shipbuilding and Drydock Company on 26 January 1942 for repair and alterations. After a period of 87 days, the ship fueled

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182

US

#65

4 DEC 14
Copy-----1953

HISTORY OF USS GILMORE (DE 18)

The destroyer escort USS GILMORE (DE 18) was among those who also served even though not listed in any action with the enemy. During the period 17 June 1943 - 4 September 1945 she faithfully safeguarded our supply lines in the Pacific without loss of a single vessel.

The keel of the destroyer escort was laid on 1 April 1942. She was launched on 22 October at the Navy Yard, Mare Island, California, with Mrs. Victoria Gilmore, widow of the ship's namesake serving as sponsor.

Commissioning ceremonies were held at Mare Island on 17 April 1943, and Lieutenant Commander S. C. Small, USN, assumed command.

The ship was named the USS GILMORE (DE 18) in honor of Commander Walter W. Gilmore, SC USN, who was commended for his distinguished services as supply officer of the USS LEXINGTON in action against the Japanese forces in the Coral Sea in which he was killed on 8 May 1942. His superlative leadership and efficiency contributed to a marked degree to the high state of morale of ship's company. He was born in Williamsport, Pennsylvania, 10 February 1895.

The destroyer escort was assigned to Escort Division 14 following commissioning and fitted out in San Francisco Bay from 17 April to 2 May 1943. The USS GILMORE conducted shakedown exercises in the San Diego area until 17 June under the Operational Training Command, Pacific Fleet, and upon completion, reported for duty to Commander Service Force, Pacific Fleet. She was assigned to Task Group 16.2 for duty.

During the latter part of June, the ship made a voyage to Pearl Harbor escorting the HENDERSON and REPUBLIC. After two more voyages to Pearl Harbor during July and early August, the GILMORE spent a month at the Bethlehem Steel Company in San Francisco for installation of additional guns. On 31 August, Lieutenant Commander Small was relieved by Lieutenant A. G. Cooke, USNR, as commanding officer.

On 16 September 1943, the GILMORE reported to Commander Northern Pacific Force for duty, and was assigned to Task Group 91.2 in the Alaskan Sector. She arrived in Dutch Harbor on 28 September, and performed a short escort cruise to Attu on 5 October escorting the USS BEAVER. From here she journeyed to Adak and Kiska, arriving at the latter on 30 November 1943. During the month of December, the escort made voyages to Dutch Harbor, Adak and Amchitka, performing routine escort duties.

When 1944 began, the GILMORE was at Attu serving as weather and rescue vessel under Commander Fleet Air Wing FOUR. In February, the GILMORE got underway for Seattle, Washington, escorting the USS TIPPECANOE and SS HENRY FALLING. After a brief stop in Bremerton, she continued the voyage to Seattle, arriving on 21 February 1944. She headed for Adak again on 27 February in company with the HATFIELD, TIPPECANOE, SS HENRY FALLING and SS GEORGE FLAVEL. During the month of March, she operated between Adak and

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182
4 DEC 14
Copy-----1953
#66

HISTORY OF USS GENERAL G. O. SQUIER (AP 130)

Having been acquired from the U. S. Army in 1943, the transport USS GENERAL G. O. SQUIER retained her name when taken over by the Navy. She was the first of the C-4 type transports and was named in honor of Major General George Owen Squier, who was Chief Signal Officer for the Army in 1917.

The USS GENERAL SQUIER was constructed by the Kaiser-Richmond Ship Building Company, and was commanded by Captain R. D. Threshie, USN, during World War II.

The transport sailed from San Francisco, California on 29 October 1943 on her initial overseas voyage with troops enroute to Noumea, New Caledonia. On 27 December, the GENERAL SQUIER departed for Honolulu, Funafuti and Noumea. In mid-March she made another voyage to Honolulu. Her third and final voyage in the Pacific was made on 8 April bound for Noumea and Milne Bay.

The GENERAL SQUIER got underway on 4 May enroute to Balboa, Canal Zone and Norfolk, Virginia. She arrived in Hampton Roads on 2 June and underwent an overhaul and repair period. The ship was assigned to the Naval Transportation Service on 1 July 1944.

Approximately 3200 Army troops were embarked on 1 July, for transportation to Naples, Italy. She anchored in the Bay of Naples on 15 July 1944 after an uneventful voyage. On the 20th, she made a voyage to Mers El Kebir, Algeria, returning to Naples several days later.

The GENERAL SQUIER embarked Army troops again on 10 August in Naples, and headed for Cap Canarat, and area of Southern France. She arrived on 15 August, the date the amphibious landings were made, and commenced disembarking the troops. The transport sailed the next day for Mers El Kebir, Algeria. While in Algeria, she loaded German Prisoners of War for transportation to Naples.

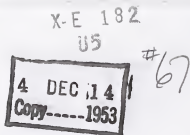
She returned to New York in late September and departed in mid-October on the first of two trips to England. She departed New York the day after Christmas 1944, going to Avonmouth and returning to New York on 21 January 1945.

During the ensuing seven months, the GENERAL SQUIER made five voyages to Le Havre, France, with one visit to Plymouth and Southampton, having sailed from New York for these voyages.

The GENERAL SQUIER returned to Norfolk on 8 July 1945 after the fifth voyage to Le Havre. She departed on 28 July to Marseilles to redeploy troops to the Pacific. She left Marseilles on 9 August and headed westward for Manila but was diverted to Hampton Roads when defeat of Japan became imminent.

The GENERAL SQUIER sailed from Newport News on 23 August bound for Marseilles. She then made a voyage via the Suez Canal to Karachi, and then to Calcutta and Karachi, from which she returned to New York on 10 January 1946.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS FLUSSER (DD 368)

A member of the "workhorse fleet" of the Southwest Pacific Area the destroyer USS FLUSSER fought in every major action of that three year battle which began at the Eastern tip of New Guinea and finished with the total recovery of the Philippine Islands.

The keel of the destroyer was laid on 4 June 1934. She was launched on 28 September 1935, and was named in honor of Lieutenant Commander Charles W. Flusser, USN. At the commencement of the Civil War, Lieutenant Commander Flusser was in command of the USS COMMODORE PERRY, and took part in the attack on Roanoke Island on 7 February 1862. He also commanded the USS MIAMI, operating in the sounds of North Carolina and was killed in the Battle with the Confederate States Ironclad ALBEMARLE at Plymouth, North Carolina on 19 April 1864.

The USS FLUSSER is the third vessel named in honor of the late Lieutenant Commander Flusser. The first destroyer FLUSSER was launched on 30 July 1909. The second ship to bear this name was also a destroyer and was launched in 1919. The present destroyer was constructed by the Federal Ship Building and Dry Dock Co., Kearney, New Jersey. When the ship was launched, Mrs. Frank William Packard, daughter of John B. Borg, editor of the Bergen Evening Record newspaper, served as sponsor.

At the time of the attack on Pearl Harbor, the FLUSSER was operating with the carrier LEXINGTON in a task force west of Pearl Harbor. The destroyer was under the command of Lieutenant Commander W. G. Beecher, Jr. The commanding officer was having breakfast that morning, when the radioman rushed in with the dispatch that informed all ships of the infamous attack on Pearl Harbor.

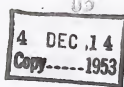
"Intercept and destroy enemy. Believed retreating on a course between Pearl and Jaluit. Intercept and destroy." The force set an intercepting course at maximum speed in an attempt to engage the retiring Japanese forces.

No Japanese were sighted by the LEXINGTON task force. The FLUSSER was detached from the group and steamed for Pearl, carrying as passengers a group of Army and Marine Corps Generals who had been with the force as observers.

The FLUSSER went to the Southwest Pacific in the Spring of 1942 on convoy duty. From 16 June to 4 July she operated as an independent unit under Commander South West Pacific in the waters off eastern Australia. The FLUSSER had a collision with the USS THEMISTOCLES in early July, and had to return to Pearl Harbor on 8 July for minor repairs.

During the period 27 July 1942 until 2 February 1943, the FLUSSER underwent overhaul and training exercises at Pearl Harbor. From there, she commenced escort and training operations in the Southern Solomons area. This continued until 22 August 1943, when the destroyer was ordered to cover the landings and carry out shore bombardment at Lae. The Allied forces captured Salamua and five days later, Lae was captured.

HISTORY OF USS COMFORT (AH 6)



Designed to transport sick and wounded from battle zones with as much comfort and care as would be given in a fully-equipped shore hospital, the USS COMFORT was the first hospital ship to be manned jointly by Army and Navy personnel.

The Navy crew was responsible for the ship herself during World War II, while the Army provided the hospital personnel. The USS COMFORT was the first ship to use such a division of labor.

Built by the Consolidated Steel Corporation of Wilmington, California, the ship was acquired on 17 March 1943 and put in commission at San Pedro, California, on 5 May 1944, under the command of Commander Harold F. Fultz, USN. Lieutenant Colonel Joseph F. Linsman, USA, was in command of the hospital.

The ship was the second hospital ship to bear the name. The first USS COMFORT was acquired by the Navy in 1917 and served as (AH 3) until 1925, when she was disposed of by sale.

After once being forced back into port by engine trouble, the USS COMFORT got underway on 21 June 1944, bound for Brisbane, Australia. From Brisbane the ship sailed to Hollandia, New Guinea area, which lasted until the ship received orders to proceed to a secret rendezvous to operate in support of the invasion of the Philippines.

Arriving at a point 150 miles off Leyte Gulf on 22 October, the ship began steering a slow circular course, awaiting further orders. Unidentified aircraft attacked her during the early morning of the 24th, dropping three bombs without causing any damage. Under the protection of a destroyer, the ship then steamed to a new rendezvous point 350 miles southeast of Leyte. After three days spent circling this position, the ship set course for Leyte on 28 October. Men wounded in the assault on Leyte began coming aboard at about 1400 the next day, and by 1740 the ship was underway with a full load of patients. Despite a typhoon, she continued to Hollandia and disembarked the wounded before steaming to Palau, returning to Leyte for another group of patients on 16 November.

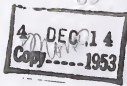
Upon her return to Hollandia, the ship received orders to evacuate patients to the United States. She moored in San Pedro, California on 21 December and disembarked 700 patients to various hospitals in the area before beginning an 18-day period of repairs and loading. On 8 January 1945 she departed for Leyte via Eniwetck and Kossol Passage.

Patients were brought aboard on 31 January and evacuated to Hollandia. Another round trip ended in Hollandia on 6 February and six days later the ship sailed for Subic Bay and Lingayen Gulf. Unloading medical supplies and embarking patients, she again steamed south to Hollandia, where she received orders to sail for Ulithi, staging area for the invasion of Okinawa.

The ship arrived off Okinawa on 2 April 1945, one day after the initial landings. During the next week she stood off the beaches each day, retiring

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS CHEVALIER (DD 451)



Outnumbered nine to three, the destroyers USS CHEVALIER, SELFIDGE, and O'BANNON did not hesitate before joining battle with a force of Japanese destroyers and destroyer transports off Vella Lavella in October 1943. The CHEVALIER was lost during the bitter fight which followed, and both her sister ships were damaged. One enemy destroyer was sunk before the Japanese were driven off.

The CHEVALIER's keel was laid on 30 April 1941 at Bath, Maine by the Bath Iron Works. She was sponsored by Mrs. Marguerite Jackson Chevalier, widow of the ship's namesake. The ship was launched on 11 April 1942, and placed in commission on 20 July 1942.

Lieutenant Commander Godfrey Courcelles Chevalier, for whom the ship was named, was one of the Navy's pioneer aviators. Piloting the first plane to be shot off by catapult, he was placed in command of the first aeronautical detachment to reach France during World War I. A holder of the Distinguished Service Medal for World War I service, he died on 14 November 1922 in a plane crash. Lieutenant Commander Chevalier also held the Chevalier of Legion of Honor, and Croix de Guerre with Palm awards from the French government.

Completing her shakedown and fitting out period, the ship proceeded to the Solomon Islands area for convoy, patrol, and shore bombardment duties. Her first action came in January 1943, when she joined other ships of Destroyer Squadron 21, operating with Task Force 18.

A convoy left New Caledonia for Guadalcanal on 27 January and the CHEVALIER was assigned to the covering force. Two days out of port, the USS CHICAGO fell victim to a night torpedo plane attack about 2200, with the Japanese concentrating on the heavy cruisers. During the first run, several planes were shot down, and the only success achieved by the enemy was striking the USS LOUISVILLE with a dud torpedo.

Dropping flares to mark their course, the planes came in again. This time an exploding plane silhouetted the CHICAGO long enough for another plane to launch a successful torpedo attack. All control of the ship was lost, but when the attack ended about 2330 the flooding was under control. The LOUISVILLE took her under tow and retired.

The following morning a tug took over the towing job. The carriers gave air coverage, shooting down several Japanese torpedo bombers. Although the ships surrounding the cruiser put up a tremendous amount of anti-aircraft fire, the surviving enemy planes put four torpedoes into the stricken ship. Nineteen minutes later she rolled over and sank.

On 4 May 1943 the CHEVALIER again got underway on a covering mission, this time providing protection for three minelayers, the PREBLE, GAMBLE, and BREESE, as they set about the risky business of mining Blackett Strait. No enemy forces were encountered, and the operation was a complete success.

X-E 182
4 SEP 17
Copy-----1953
70

HISTORY OF USS FILLMORE (APA 83) (EX MC HULL 1867)

The attack transport, USS FILLMORE (APA 83), was originally constructed as the Maritime Commission Hull 1867 by the Consolidated Steel Corporation at Wilmington, California. Her keel was laid on 19 October 1944, and she was launched on 4 January 1945. Miss Mary Rutte, Rose Bowl Queen of 1945, served as the ship's sponsor.

USS FILLMORE was named for counties in the states of Minnesota and Nebraska. She was acquired from the Maritime Commission by the Navy on 25 February 1945, commissioned the same date at the U. S. Naval Supply Depot, San Pedro, California, with Commander Lawrence E. Divoll, USN, serving as her first commanding officer.

Following commissioning, FILLMORE was allowed a short period for taking on stores, equipment, and provisions. She was given a period of availability at the U. S. Naval Drydocks, San Pedro, California to effect certain uncompleted installations in order to fit her out for the forthcoming shakedown cruise. It was during this period that the officers and men of FILLMORE's Landing Boat Group and Beach Party reported aboard for duty.

FILLMORE commenced her shakedown on 8 March 1945, under the San Pedro Shakedown Group of the Fleet Operational Training Command, U. S. Pacific Fleet. Shakedown was completed in the brief period of two weeks, necessarily accelerated due to the exigencies of war and the urgent needs for new ships to join the fleet.

Following initial shakedown, FILLMORE proceeded to San Diego, and on 21 March 1945, reported to the Commander, Ship Training Group, Amphibious Training Command, U. S. Pacific Fleet, for further amphibious shakedown and training. This training commenced on 23 March and was conducted in the San Diego-San Clemente Island sea area. Training consisted of 14 days intensive amphibious exercises and operations, during which period FILLMORE and her landing craft, the officers and crew of the Landing Boat Group, the Beach Party and the ship were tried and tested and given their first realistic contact with modern operations of amphibious warfare. During part of the training period FILLMORE operated singly, and at other times operated in company with other amphibious vessels as APA training units and training task units.

After completion of amphibious training, FILLMORE proceeded to San Pedro, California where she received her post-shakedown availability, and from 7 to 20 April 1945, various repairs and alterations were accomplished to make her ready in all respects for sea and unlimited operations with the fleet.

FILLMORE departed San Pedro for San Francisco on 20 April. She was now attached to the U. S. Pacific Fleet and had reported for duty, later being assigned to Transport Division 69. This Division, together with Transport Division 67 and 68, comprised Transport Squadron 23.

X-E 182
U5
4 SEP 17
Copy-----1953 #71

HISTORY OF USS FOND DU LAC (APA 166)

With World War II the U. S. Navy entered a new type of warfare. The enemy control of the European coastline and the widely scattered islands of the Pacific necessitated large-scale amphibious assaults. An immediate need of such warfare in the Pacific was for a troop transport that could not only lift men and equipment from the States to advanced bases, but take them directly to the field of operations as assault waves.

The Navy's answer was the attack Transport. The Oregon Shipbuilding Corporation of Portland, Oregon was commissioned to build a number of units of this new fleet, one of which was to be the USS FOND DU LAC (APA 166).

The history of FOND DU LAC does not begin with the laying of the keel on 25 August 1944. Her story begins in late July when the men who were to be her crew began reporting to the APA Pre-Commissioning School at Seattle, Washington. Named for a county in Wisconsin, FOND DU LAC received the traditional champagne from the hand of Mrs. Giles French on 5 October 1944.

The day of her commissioning, 6 November 1944, dawned gray and dreary. Though the perpetual autumn rain of the West Coast forced the commissioning ceremonies to be held below deck, it could not dampen the spirit of the occasion. That afternoon began a frantic week of activity under the command of Captain Edward P. Greehan, USN.

On 16 November 1944, FOND DU LAC slipped her hawsers, headed into the channel and steamed to Seattle. Upon arrival at Puget Sound, ammunition was loaded and the ship taken over the degaussing range. The following day she proceeded to San Francisco to pick up the twenty-six assigned landing craft. Early the next morning, the course was set for San Pedro, where the crew went through a period of intensive training.

The time for her first mission was rapidly drawing near, with the yard period ending on New Year's Day 1945. The following morning, the hills surrounding San Pedro faded into the distance. The next landfall that was sighted was the Golden Gate, which loomed out of the fog in the early hours of a wintry morning. Here, at San Francisco, the final provisions and supplies were brought aboard.

On 10 January 1945, the first troops boarded the ship. With seasickness reaching the epidemic stage, the California Coast disappeared below the horizon.

The ship sailed smoothly on a calm sea until 20 January when, while nearing the equator, Davey Jones, King Neptune and his royal attendants were received with pomp and paddles. On the morning of the 25th the crew caught their first glimpse of the romantic tropics. Recreation parties for both troops and crew were organized in one of the best recreation areas of the South Pacific, Espiritu Santo, New Hebrides. Three days later the ship sailed for Guadalcanal, arriving on 30 January 1945.



HISTORY OF USS HOE (SS 258)

Named for one of the dogfish sharks, the submarine USS HOE participated in eight War Patrols in the Pacific Theatre during World War II, and sank many tons of enemy shipping.

USS HOE was constructed by the Electric Boat Company, Groton, Connecticut. The keel of the submarine was laid on 2 January 1943. She was launched on 17 September 1942, with Miss Helen Hess, an Administrative Assistant in the Office of the Chief of Naval Personnel, Navy Department, serving as sponsor.

The submarine was placed in commission on 16 December 1942, and Commander V. B. McCrea, USN, assumed command as her first commanding officer. HOE operated around New London, Connecticut until May when she got underway for Pearl Harbor.

USS HOE arrived in Pearl Harbor on 15 May 1943, and from the 16th through the 21st, underwent refitting. She commenced her first war patrol on 27 May which continued through 11 July.

Her first stop was at Johnston Island on the 29th, where she remained only a day, and from there proceeded to her assigned operating area. On 15 June, HOE picked up three ships on her radar. The radar indicated one ship with two escorts. When HOE closed the range to 5,000 yards, the largest target was determined to be a cargo ship of about 6,000 tons. HOE fired three torpedoes hitting her target with one. Her escorts then commenced dropping depth charges, however none came close enough to cause any damage.

HOE commenced patrolling the Fais-Palau traffic lanes on 18 June. Smoke was sighted from a convoy on the 21st, and the submarine commenced her approach. That evening, masts and the stack of one large ship was sighted in the convoy. When HOE closed range, a large loaded transport was sighted, escorted by two destroyers.

At 2257, HOE fired four torpedoes from her stern tubes at the large transport. Three contact hits were made. When the second torpedo hit, flames covered the entire middle section of the ship and then she broke in two, sinking immediately.

The remainder of the patrol was uneventful, and HOE returned to Pearl Harbor on 11 July via Ulithi and Midway.

HOE's second war patrol was conducted in an area west of Truk and south of Guam. This patrol was from 21 August to 18 October 1943. Only five worthwhile contacts were made during this patrol. HOE developed three of the five contacts into attacks, one attack resulting in damage to the enemy.

The first contact was on a 1500 ton escort vessel with no determined results. The second contact during this patrol was with a cargo ship, an aircraft carrier and several destroyer escorts. Due to a small speed advantage and the fact that the targets would reach Truk in 20 hours, the commanding officer of HOE decided not to attempt an end around run on the vessels.



10
19

#73

HISTORY OF USS OGLALA (ARG 1) (EX CM 4)

Left lying on her side in the mud of Pearl Harbor, USS OGLALA, a staunch veteran of two wars, came back to serve as a repair ship for the rest of World War II, finally retiring in 1947 after almost thirty years of naval service.

The ship was built by William Cramp and Sons of Philadelphia, Pennsylvania, for the Fall River Line, and was put in service in 1907 as SS MASSACHUSETTS. When World War I came, the ship was acquired by the Navy and placed in commission as USS SHAWMUT on 7 January 1918.

Given a dress of camouflage, the minelayer sailed for the war zone, helping to lay the North Sea mine field. It was punishing work, bucking icy squalls and heavy seas, constantly subject to attack. SHAWMUT continued on duty there until December 1918, when she returned to Hampton Roads.

Refitted as an aircraft tender, the ship operated with the fledgling naval air arm in the early 1920s. In 1928 her name was changed to USS OGLALA and she was assigned duty as Flagship of Mine Division One.

Commander E. P. Speight, USN, was in command of the old ship as she lay in peaceful serenity on 7 December 1941. The unexpected attack by the Japanese came while he was ashore, however, and the executive officer, Commander R. E. Krause, USN, took command.

General Quarters rang through the ship at 0755 that Sunday morning, and within two minutes the ship had received a torpedo hit which sank her.

Moored to the port side of the cruiser USS HELENA, the ship had just begun to answer the Japanese bombers and strafing fighters when a torpedo passed under her, exploding between her and HELENA. The blast caved in the side of the ship, flooding the fireroom. As the personnel there secured the boilers to prevent a disastrous explosion and abandoned the rapidly-flooding compartment, another plane dropped a bomb between the two ships, further rupturing the hull.

After the fight had continued for half an hour it was apparent that the ship could not stay afloat much longer. Two commercial tugs were hailed and, working in constant danger, the ship was towed clear to enable HELENA to get underway. OGLALA was moored to the dock and all possible lines were run out, but by 0930 the list had increased to 20 degrees. The gun crews could not stand on the deck to fire their weapons, and so the ship was abandoned, after first stripping off all the machine guns which could be set up ashore. Shortly before 1000 the ship turned over and came to rest on her port side in six fathoms of water.

Engineers and salvage crews went to work desperately on the larger ships of the fleet, urgently needed for the nation's fight for survival, and it wasn't until months later that men could be spared to right the hapless minelayer. When she was brought to the surface her superstructure was crushed, barnacles covered her decks and rust and mud clogged her engines.



#74

HISTORY OF USS UNDERHILL (DE 682)

The destroyer escort USS UNDERHILL's career was but 21 months in duration, having met her fate at the hands of a Japanese submarine off Formosa in July 1945. Her brief career included duty in both the Atlantic and Pacific.

She was constructed by the Bethlehem Steel Company, Fore River, Quincy, Massachusetts during 1943. The ship was named in honor of the late Ensign Samuel Jackson Underhill, USNR, who received the Navy Cross for extraordinary heroism and extreme disregard of his own personal safety as pilot of an airplane of a Scouting Squadron in attacks against Japanese forces in May 1942.

The keel of the vessel was laid on 16 September 1943. She was launched on 15 October of the same year, with Mrs. Bertha Underhill, aunt of the late Ensign Underhill serving as sponsor. UNDERHILL was commissioned on 15 November 1943 and Lieutenant Commander Sidney R. Jackson, USNR, assumed command as her first commanding officer.

Following the commissioning, UNDERHILL commenced operating under Commander Task Force 23. Shakedown cruise was conducted in Bermuda, B.W.I. during December 1943. The destroyer escort returned to Boston, Massachusetts on 9 January 1944.

In mid-January she proceeded to Guantanamo Bay, Cuba, and reported to Commander Caribbean Sea Frontier for duty. She returned to Boston on 1 June 1944 and entered the Navy Yard for an availability period. During this period, torpedo tubes were removed from the ship and replaced by 40 millimeter guns. Two additional 20 millimeter guns were also installed on the fantail.

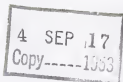
These alterations were completed on 20 June, and the ship sailed the following day for Casco Bay, Maine in company with USS GILLETTE carrying Escort Division 56. On 30 June, UNDERHILL steamed enroute to Hampton Roads, Virginia, via Yorktown, Virginia. While in Yorktown, the ship loaded ammunition, and proceeded on to Norfolk, arriving 3 July 1944.

UNDERHILL commenced escort duties under Commander Task Force 61 in early July, and on the 4th steamed out of Hampton Roads escorting Convoy UGS 47 to Bizerte, Tunisia. She arrived in Oran, Algiers on 27 July 1944 to replace a damaged port propeller and tail shaft.

In mid-August UNDERHILL steamed underway escorting SS EMPIRE GARRICK to New York. After arriving in New York, she proceeded to the Navy Yard, Boston, for an availability period. On the 24th, Lieutenant Robert M. Newcomb relieved Lieutenant Commander Sidney R. Jackson, as commanding officer of UNDERHILL.

On 12 September 1944, UNDERHILL rendezvoused with Convoy UGS 54 which had steamed from Hampton Roads, and took departure for Bermuda on the 15th. UNDERHILL pulled into Plymouth, England on 1 October to replace a sound head. She joined a convoy on 6 October and returned to the United States.

Division of Naval History
Ships' Histories Section
Navy Department



X-E 182

U5

#75

HISTORY OF USS HAMILTON (AG 111) (EX DD 141, DMS 18)

Destroyer, minesweeper, miscellaneous auxiliary -- USS HAMILTON operated in each of these capacities during twenty-six years of naval service. She escorted convoys, hunted submarines and earned a Navy Unit Commendation for her work in minesweeping at Palau.

The ship's keel was laid down on 8 June 1918 at the Navy Yard, Mare Island, California. Launched on 15 June 1919, she was christened by Miss Dolly Hamilton Hawkins, a great-grandniece of the ship's namesake. The ship was placed in commission on 7 November 1919.

Lieutenant Archibald Hamilton, for whom the destroyer (DD 141) was named, served with gallantry, while attached to the United States frigate UNITED STATES during an engagement with HBMS MACEDONIAN. He was chosen to take the flags captured on that occasion to the Navy Department. Lieutenant Hamilton, son of a Secretary of the Navy, was killed on 15 January 1815 on board USS PRESIDENT, in a battle with the British ships of war ENDYMION and POMONA.

Although USS HAMILTON did not see actual war duty in World War I, she made up for it during the second World War. Converted to a fast fleet minesweeper just before the Japanese attacked Pearl Harbor, she was in Norfolk, Virginia, under the command of Lieutenant Commander Harold O. Larson, USN, on 7 December 1941.

Convoy duty was her lot for the next year, as she steamed from Iceland to Panama, screening the vital merchant ships against the German submarine menace. Soon after the war began, on 27 January 1942, she sighted a suspicious craft on the surface, and when she received no reply to her challenges, fired a shot across the bow.

Thinking that the craft was a submarine, she closed rapidly in the early morning darkness, illuminating the target with her searchlights just in time to identify the object as a merchant ship, SS GREEN ISLAND. A collision could not be avoided, but HAMILTON was able to put into Key West, Florida to repair the damage.

On the last day of February the ship joined a submarine attack in which one sub was probably sunk, and another damaged. A month later a depth charge attack brought up an oil slick. On 4 April the minesweeper was ordered to pick up survivors from a merchant sinking and took aboard 27 men, but could not locate the submarine.

Sent out to investigate submarine activities from Norfolk, HAMILTON ran across a sub lying on the surface on 7 June shortly after midnight, and pressed an attack which brought up an oil slick extending for 15 miles.

Lieutenant Commander R. R. Sampson, USN, relieved Lieutenant Commander Larson as commanding officer on 18 June 1942.

Division of Naval History
Ships' Histories Section
Navy Department

4 SEP 17
Copy-----103

U5

#76

HISTORY OF USS FRED T. BERRY (DDE 858)

The destroyer USS FRED T. BERRY was built by the Bethlehem Steel Company, San Pedro, California, where her keel was laid on 16 July 1944. The ship was named after Commander Fred Thomas Berry, USN, who was killed at sea in the crash of the United States Airship AKRON on 4 April 1933. Born on 23 November 1887, Commander Berry was graduated from the Naval Academy in June 1910.

On 28 January 1945 USS FRED T. BERRY was launched with Mrs. F. T. Berry, wife of the ship's namesake, serving as sponsor. She was commissioned on 12 May 1945, and placed under the command of Commander N. J. Frank, Jr.

USS FRED T. BERRY completed her shakedown training too late to enter the war but departed San Diego, California for the Asiatic Station on 14 January 1946. During her tour of duty on this cruise she visited Shanghai, Tsingtao, Chinwangtao, and Hong Kong, China; Jinsen and Fusaw, Korea; Sasebo, Japan; Okinawa and Formosa. Returning to the United States again on 23 February 1947, F. T. BERRY went to the Bremerton Navy Yard for overhaul in May.

In August 1947, the destroyer was again assigned for duty in the Western Pacific and, following training operations, departed for the Asiatic Station on 2 December 1947. During this cruise, FRED T. BERRY visited Yokosuka, Japan; Tsingtao, Shanghai, Hong Kong, Chefoo and Weihaiwe, China, followed by a stop at Okinawa. The cruise ended as the destroyer steamed into port at San Diego on 7 August 1948.

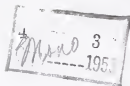
From 5 January to 15 May 1949, the ship was given an overhaul at the U. S. Naval Shipyard, Mare Island, California. During this period she was converted to an anti-submarine warfare ship, having had installations of extra underwater sound equipment.

Between tours of duty in the Pacific, FRED T. BERRY conducted training exercises in the San Diego Area. Designated to join the U. S. Atlantic Fleet, the destroyer departed San Diego, California on 25 August 1949, and arrived at Newport, Rhode Island on 11 September 1949.

Operating out of Newport and participating in fleet exercises kept FRED T. BERRY busy until July 1950, when she left for a tour of duty in the Mediterranean. The destroyer, in company with other ships of Escort Destroyer Division 61, stopped at Gibraltar for fuel, before continuing on to Phaleron Bay, Greece. Half an hour after arrival, the ship received orders to proceed without delay to the Far East Combat Area, escorting the cruiser USS WORCESTER through the Suez Canal and Indian Ocean to Ceylon where they provisioned and fueled. The destroyer division and cruiser arrived at Buckner Bay, Okinawa, on 19 August 1950.

Although FRED T. BERRY had already traveled halfway around the globe, she paused only overnight to load stores before commencing anti-invasion patrol of the Formosan Straits. A Chinese Communist attempt at invasion of

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS VELLA GULF (CVE 111)

The aircraft carrier USS VELLA GULF was constructed by the Seattle-Tacoma Shipbuilding Corporation, Seattle Washington during 1944. The keel of the carrier was laid on 7 March 1944. She was launched on 19 October 1944 and Mrs. Donlad F. Smith, wife of Captain D. F. Smith, USN, served as sponsor.

The ship was named VELLA GULF (CVE 111) for that Naval victory in August 1943. Six American Destroyers the DUNLAP, CRAVEN, MAURY, LANG, STERETT and STACK engaged an enemy force of SHIGURE and 3 other destroyers in night action in Vella Gulf. Under cover of darkness the Americans closed unobserved and fired torpedoes with full radar control. Only the SHIGURE escaped. The HAGIKAZE, ARASHI and KAWAKAZE with 200 troops aboard were the toll in the first destroyer type attack since 1942.

The VELLA GULF was commissioned on 9 April 1945 in Tacoma, Washington, and operated in the Puget Spund Area until 27 April 1945. She left the area on this date enroute to Alameda, California, arriving there on 29 April. Thence the VELLA GULF proceeded to San Diego, arriving on 3 May 1945. She was based there until 17 June 1945, during which time she completed her shakedown training, and qualified her air group. She made a voyage to Pearl Harbor on 17 June 1945. While there, the carrier carried out operations in the Hawaiian Sea Frontier, including qualification of the air group in night carrier landings.

In mid-June, the VELLA GULF steamed for Eniwetok. She remained there a short while, before proceeding to Guam. On 23 July, the VELLA GULF got underway to conduct strikes against Pagan Island and Rota Island in the Marianas Island. A total of 37 sorties were launched on 24 July against Pagan Island. Slight enemy resistance from anti-aircraft fire was observed; however, no damage was done to any of the VELLA GULF's aircraft. She returned to Apra Harbor, Guam on 2 August.

The VELLA GULF returned to Okinawa on 5 August 1945, and anchored in Buckner Bay. She was returning to Guam when word was received of the Japanese capitulation.

The VELLA GULF earned the Navy Occupation Service Medal for the period 2 September to 25 September 1945.

The carrier was placed out of commission and in the Pacific Reserve Fleet at Tacoma, Washington, in January 1947.

* * * * *

STATISTICS.

OVERALL LENGTH	557 feet	DISPLACEMENT	10,900 tons
BEAM	105. feet	COMPLEMENT	56 officers
SPEED	19 knots	and	712 men

* * * * *



#78

HISTORY OF USS GILLESPIE (DD 609)

Active with both the Atlantic and Pacific fleets, the destroyer USS GILLESPIE earned nine Battle Stars during World War II. Her duties ranged from escorting convoys across the North Atlantic to shore bombardment in the Aleutians and escort duty off Japan.

The ship, named for Major A. H. Gillespie, USMC, was built at the San Francisco yard of the Bethlehem Steel Corporation. Her keel was laid on 16 June 1941, and on 8 May 1942 she was launched under the sponsorship of Mrs. Hugo W. Osterhaus, wife of Rear Admiral H. W. Osterhaus. The ship was placed in full commission on 18 September 1942.

Major Gillespie, for whom the ship was named, distinguished himself during the War with Mexico, being entrusted with secret orders to the American squadron off California and to Captain John Fremont before the war began. He participated in every important campaign and was wounded twice before California was secure.

After her fitting out and shakedown cruise, the new destroyer sailed on 28 December 1942 to join the North Pacific Fleet, charged with defeating the Japanese in the fog-bound Aleutians. Her first duty was with the cruisers INDIANAPOLIS and RICHMOND, who formed up in column on 18 February 1943 to bombard Attu, with no return fire.

During the evening of the 18th the force split up for an anti-shipping patrol. GILLESPIE was sent southwest of Attu with INDIANAPOLIS and COGHLAN. Shortly after 2200, lookouts on board INDIANAPOLIS spotted the funnel of a cargo ship running the blockade for Attu. The cruiser changed course to intercept and sent out a challenge, and received an answer in Japanese Morse code.

Opening fire with her eight-inch guns, the cruiser scored with her third salvo, setting off a burst of flame aboard the cargo ship. The two destroyers were then ordered to finish her off with torpedoes, and COGHLAN fired three. The first ran under the target, the second exploded prematurely and the third missed astern. GILLESPIE then fired two, one of which failed to explode. The second broached on its approach and missed the target. Finally at 0124 on the 19th, the ship went down under gunfire from both destroyers.

In March the ship was ordered to the Atlantic to reinforce the convoy escorts there. After transiting the Panama Canal on 3 April, she began nine months of escort duty in the Atlantic, making four voyages to North Africa.

On 2 January 1944 the ship began the long return voyage to the Pacific, anchoring in Funa Futi on the 22nd. Attached to the SEVENTH Fleet, she saw action in a series of attacks along the New Guinea coast. These operations were necessary to cut Japanese air and troop movements in western New Guinea, and to guard our lines of communication across the Pacific. Unlike the larger amphibious operations, these landings were supported by ships no larger than heavy cruisers.



HISTORY OF USS GOODRICH (DD 831)

The destroyer GOODRICH was built by the Bath Iron Works, Bath, Maine during the latter part of 1944 and early 1945. She was named in honor of Rear Admiral Casper Frederick Goodrich, and his son, Lieutenant Casper Goodrich, USN, who lost his life in a turret explosion on board USS GEORGIA.

The keel of the destroyer was laid on 18 September 1944. She was launched on 25 February of the following year, with Mrs. Casper F. Goodrich, widow of the late Rear Admiral Goodrich, serving as sponsor.

The ship was commissioned on 24 April 1945 at the Boston Navy Yard and received her shakedown training at Guantanamo Bay, Cuba. For the next five months she operated in Atlantic waters, returning several times to the Boston Navy Yard for equipment.

After Navy Day 1945 in which the destroyer visited New London, Connecticut, she headed for the Panama Canal. She transited the canal on 12 November and steamed toward Japanese waters for duty with the FIFTH Fleet.

In April 1946, GOODRICH took part in operation "Roads End" and assisted in sinking 24 Japanese submarines. GOODRICH's operations under Commander Naval Forces, Japan, consisted mostly of inspecting Japanese shipping, and assisting in air-sea rescue missions. On 7 September 1946, Commander Dale R. Frakes, USN, commanding officer since the ship was commissioned was relieved by Commander Leonard J. Baird, USN.

After the departure of the FIFTH Fleet from Japanese waters, GOODRICH remained under operational control of Commander Naval Forces, Japan, and visited such ports as Sasebo, Yokosuka, Yokohama, Wakayama, Kobe, Kure, Kagoshima, Nagasaki, Fukuoka, and Nagoya.

Early in October 1946, GOODRICH was detached from Commander Naval Forces Japan, and reported to the SEVENTH Fleet in Tsingtao, China. Her main duties consisted in operating with the fleet and patrolling in Korean waters.

GOODRICH steamed from Tsingtao on 28 November 1946 enroute to San Diego, California, arriving there on 21 December. The ship steamed to the east coast of the United States on 6 January 1947, and commenced operating under Commander Destroyer Force, Atlantic Fleet in Newport, Rhode Island; and later under Commander SIXTH Fleet, Mediterranean Area. She is still active with the Atlantic Fleet.

GOODRICH earned the Navy Occupation Service Medal (Asia) for the periods 18 December 1945 - 6 October 1946 and 6 - 18 November 1946. She also earned the Navy Occupation Service Medal (Europe) for the periods 2 February to 22 May 1948, and 11 January to 15 May 1949.

The destroyer received the China Service Medal for the periods 7 October - 5 November 1946, and 19-30 November 1946.



HISTORY OF USS GUNNEL (SS 253)

USS GUNNEL's brilliant war-time career identifies her as one of the U. S. Navy's fightingest ships. Beginning with the African invasion and continuing service through eight war patrols up until V-J Day, the sub accounted for seven enemy ships sunk and three damaged for a total of 58,300 tons of Nip shipping being sent to the bottom.

The ship was built by the Electric Boat Company, Groton, Connecticut. Following the Navy policy, she was named after the gunnel fish, which is a small, trip species of the blenny salt water fish. On 17 May 1942, USS GUNNEL slid down the ways and entered into her element. Sponsor at the launching was Mr. Ben Moreell, wife of Rear Admiral Moreell, Chief of Bureau of Yards & Docks.

Commissioned on 20 August 1942 with Lieutenant Commander J. S. McCain, Jr., USN, as commanding officer, the GUNNEL, after an intensive training period, set out in October for Fedala French Morocco. This was a special mission in connection with the invasion of French Morocco and Algeria. She arrived several days before D-Day to photograph the proposed beachhead, and make a general reconnaissance of Casa Blanca and Fedala. At the zero hour, signals were sent to the approaching U. S. Fleet, guiding them to the correct beachhead, and during the remaining early morning hours, the GUNNEL had a ringside seat for the bombardment.

GUNNEL then nosed south to aid in the interception of the French fleet should it attempt to leave Dakar. Then orders were received to head for Glasgow, Scotland. While enroute all four main engines failed, leaving one lone auxiliary engine with a speed of about 2.5 knots. However, GUNNEL pulled into Flamouth, England, Thanksgiving Day on the one small engine, which the crew had monickered the "Cannon Ball." Glasgow was reached in December and GUNNEL's engines were repaired. It was necessary, however, to return to the States for a major overhaul at Portsmouth, New Hampshire.

After completion of her overhaul and trials, at Portsmouth, she got underway for Pearl Harbor and then on to Midway and Nagasaki, the assigned patrol area. In May 1943, GUNNEL sighted a Jap transport. Three torpedoes were fired obtaining one hit amidship. The Jap began firing with their deck guns, so the sub let them have two more torpedoes: score one more hit, no more stern, no more gun crew, no more Jap transport.

Several days later while patrolling Danjo Gunto Island, a seven ship enemy convoy loomed on the horizon. After the Nip destroyer screen was successfully penetrated, six torpedoes were fired sinking one ship and damaging a second. A 16 hour depth charge attack followed, the first for all hands.

Escaping the Jap's attacking escorts, GUNNEL again surfaced in search of more "game". The sub found that now it was being attacked by a Wakatake class destroyer. The chase was soon reversed, and as the range closed in, the destroyer began firing all guns, shells popping on all sides of GUNNEL,



#81

HISTORY OF USS HAMLIN (AV 15)

Patrol seaplane operations prior to 1944 usually consisted of anti-submarine patrols and search flights from shore bases at a considerable distance from the front lines. The increased tempo of the war, particularly in the Pacific theater, brought a great need for these flights in the immediate vicinity of invasion operations. To meet this need, ships like the seaplane tender USS HAMLIN were sent out, in some cases right with the invasion fleet.

USS HAMLIN first began to take form when her keel was laid in the Todd-Pacific Shipyards at Tacoma, Washington, on 19 July 1943. As she slid down the ways on 11 January 1944, Miss Constance Taffinder, daughter of Rear Admiral S. A. Taffinder, christened the ship USS HAMLIN, in honor of a sound off the coast of South Carolina. The ship was first placed in commission on 26 June 1944. Captain G. A. McLean, USN, was her first commanding officer.

Drills and inspections followed in a never-ending stream until ship and crew were pronounced ready for combat and sailed from San Pedro, California, on 16 August 1944. Her first operational hoisting of a PBM seaplane was at Port Allen, Kauai Island, T. H., when HAMLIN was ordered to take aboard a plane damaged by landing in a rough sea. She delivered the cripple to Pearl Harbor the next day.

Five days were spent at Pearl Harbor loading aviation supplies, before the ship got underway for Eniwetok on 29 August. Passengers and deck cargo were unloaded there, and HAMLIN continued to Saipan, where her first tending duties began.

On 11 September 1944 several crews from squadrons VPB 16, VPB 202 and VPB 216 reported aboard, followed shortly by the rest of the squadrons. Plane tending had to be done under very difficult conditions, with the ship fighting rough sea conditions in Saipan's outer harbor, and simultaneously berthing and feeding personnel and tending aircraft of what amounted to three squadrons. On the morning of the 17th, all three squadrons took off for the operation at Kossol Passage.

During her stay at Saipan, HAMLIN became flagship for Fleet Air Wing One. On 11 October she got underway again, this time for Ulithi. From here VPB 17 flew search and reconnaissance and hunter-killer anti-submarine missions. Coverage of fleet cripples was also an important phase.

Although hampered by heavy small boat traffic and a large amount of debris, the ship's operations officers kept the planes flying with no accidents from these two causes. Several General Quarters were called, but no contact was made with the enemy, although enemy submarines slipped into the anchorage and torpedoed one vessel on 20 November. During the latter part of her Ulithi stay, the HAMLIN's crew built an emergency seaplane ramp on Mog Mog Island, so that planes could be beached in case of damage.



HISTORY OF USS HANSFORD (APA 106)

World War II, as fought in the Pacific, brought totally new concepts. Never before had we been faced with the problem of invading long series of small islands, each heavily fortified and garrisoned with fanatic troops. Ships, weapons, tactics -- all had to be remodeled to meet these new problems.

One of the ships designed to meet these difficulties was the attack transport USS HANSFORD. While primarily a transport, the ship was more heavily armed and was equipped to land her troops quickly and efficiently against enemy-held beaches long distances from the port of embarkation.

USS HANSFORD, named for a county in Texas, was built by the Western Pipe and Steel Company for the Maritime Commission. Acquired by the Navy, she was placed in commission on 12 October 1944 under the command of Commander William A. Lynch, USN, at San Francisco. After outfitting, she sailed to San Pedro, California, for an intensive shakedown cruise and post-shakedown availability.

Loading cargo and passengers at San Francisco, the ship got underway on the afternoon of 25 November 1944 for Pearl Harbor. More training was in store for her here and, after practice landings, she sailed on 27 January for Eniwetok. She remained at Eniwetok for two days and then went to Saipan, staging area for the Iwo Jima invasion.

Iwo Jima had been bombed and shelled frequently for the past seven months when the 3th and 5th Marine Divisions went ashore on 19 February. The three days of intensive bombardment just preceeding the landings made the initial resistance light and, although the Japanese later made a determined stand which cost many lives, HANSFORD was not hit. Her beach party was ashore from the 19th through the 22nd handling cargo and troop landings, and suffering 17 casualties, including one man killed and another missing. Three men in the boat group were wounded and four boats were lost.

Loaded with casualties, the ship sailed on 25 February for Saipan, holding burial at sea services for three Marines who died on board. She arrived on the 28th and transferred 127 combat casualties to the Army hospital.

HANSFORD sailed for Tulagi on 5 March, receiving King Neptune aboard when she crossed the Equator four days later. From Tulagi she proceeded to Espiritu Santo, New Hebrides, where she loaded troops and equipment from the 27th Infantry Division, sailing for Ulithi on 25 March.

The last big amphibious operation of the war had been launched at Okinawa by the time HANSFORD arrived in the staging area at Ulithi. After refueling, she joined a task group for the objective, and anchored in Kerama Retto on 9 April, moving to Hagushi, Okinawa, the next morning.



#83

HISTORY OF USS HARDER (SS 257)

"The most brilliant submarine patrol of the war."

Breaking out of its usual terse language, the official comment on USS HARDER's fifth war patrol sums up the high point of a successful career. One of the most aggressive submarines of the fleet, in one patrol HARDER sank five enemy destroyers in four days in addition to contributing to the Japanese defeat in the Battle of the Philippine Sea.

USS HARDER, laid down on 1 December 1941, six days before Pearl Harbor, was built by the Electric Boat Company of Groton, Connecticut. Launched on 19 August 1942, she was sponsored by Miss Helena M. Shafroth, daughter of Rear Admiral John F. Shafroth, USN. The submarine was named for a South African Cape herring.

The HARDER had only one commanding officer. Lieutenant Commander S. D. Dealey assumed command of the sleek craft when she was placed in commission on 2 December 1942, and went down with her off Mindoro less than two years later. In recognition of his brilliant work as commanding officer, Commander Dealey was awarded the Medal of Honor, the Silver Star, and the Navy Cross with three Gold Stars in lieu of his second, third and fourth Navy Crosses, and the Presidential Unit Citation.

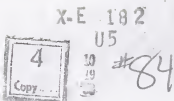
The brand new submarine arrived in Pearl Harbor in late May, 1943, following her shakedown cruise on the East Coast. After two weeks in port, Commander Dealey took her out for her first war patrol off the coast of Japan.

Refueling at Midway, the submarine slipped into her area on 19 June, covered by a hazy sky and intermittent rain squalls, and set up her patrol only an hour's flight from Tokyo. Working her way inside a picket line, she sighted her first target shortly after midnight on the 22nd.

Making a surface approach by radar, HARDER ran in past the safety of the 100 fathom curve and at 4000 yards dived for a submerged approach. Eighteen minutes after first sighting her target, the submarine fired four torpedoes at the leading ship of the two ship convoy. The first exploded prematurely, but the other three signalled a highly successful beginning to HARDER's career by hitting with shattering explosions which rocked the submarine. Flames from three hits enveloped the ship, setting her ablaze from bow to stern in seconds.

Diving to escape the escort, HARDER made her first landing on the shore of Japan in 355 feet of water, wrecking her sound head. As she withdrew with difficulty, the flames from the target could still be seen, and must have been visible to a large part of the population of Honshu.

Three patrol boats tried to box the submarine in on the 23rd, but she easily avoided the trap. An hour later a large passenger freighter was sighted, and she flooded down to make a periscope approach. As dawn broke,



HISTORY OF USS HAVERFIELD (DE 393)

Just two months after the laying of her keel at the Brown Shipbuilding Company, Houston, Texas, this destroyer escort was christened USS HAVERFIELD on 30 August 1943. Mrs. Tracy Haverfield broke the traditional bottle of champagne over the bow of the ship which was to perpetuate the memory of her son, Ensign James W. Haverfield of Uhrichsville, Ohio, who was reported missing in action on Pearl Harbor Day and later officially declared dead by the Navy.

Commissioned on the 29th of November 1943, her new crew soon put her through post commissioning, fitting out, and set sail for Bermuda. For a month the new ship and crew worked and trained under Commander, Fleet Operational Training Command, Atlantic Fleet; preparing for her future assignment in the Fleet. In January 1944 Escort Division FIFTY-ONE was formed, comprised of the HAVERFIELD and five sister Destroyer Escorts. With the reporting of the Division Commander, HAVERFIELD became the Division Flagship. Upon completion of the shakedown at Bermuda and a period of availability in the Charleston Navy Yard, HAVERFIELD was ordered to Norfolk, Virginia, for her first assignment.

On 14 February 1944, she with one other escort departed the Norfolk area to escort the WAKE ISLAND (CVE 65) and MISSION BAY (CVE 59) from Hampton Roads to New York. This mission completed, HAVERFIELD and the escorts left New York as escorts of a sixteen ship convoy bound for Norfolk. Arriving in Norfolk, she reported to Commander Task Group 21.11, Commanding Officer of the USS BOGUE (CVE 9) for further orders.

The Task Group, comprised of a CVE, four DE's, and one DD, got underway from Norfolk on 26 February 1944 on a mission to seek out and destroy enemy submarines along or near the convoy routes from the United States to Great Britain.

For several days the carrier's planes and the escorts searched for the enemy in very adverse weather conditions without success. On 2 March, the escorts refueled at sea from a tanker in an East bound convoy. The search continued and on 10 March one of BOGUE's aircraft crashed shortly after take-off and HAVERFIELD picked up the three survivors who were all uninjured.

On 13 March one of BOGUE's aircraft made a possible contact with an enemy submarine. HAVERFIELD proceeded to investigate and in Latitude 46° 30' North, Longitude 27° 27' West, established a definite sonar contact on the submarine. A series of depth charge and hedgehog attacks were made to no avail. A Canadian Corvette joined the attack and the two vessels made several attacks. Late in the afternoon the destroyer from the Task Group joined the fracas, and HAVERFIELD coned her over the submarine on a coordinated attack. In a matter of seconds, four and one-half hours after the first contact was made, the raider surfaced. The sub was taken under fire immediately and sank shortly thereafter. HAVERFIELD recovered seven survivors from the sub and administered medical treatment to the wounded. The Task Group then proceeded to Casablanca where on 18 March the German prisoners were turned over to Commander Moroccan Sea Frontier.



HISTORY OF USS SCHROEDER (DD 501)

Two years, six months, and nine days to Tokyo. During this push across the Pacific, the destroyer's men kept her screws churning and her guns blazing to win four campaign ribbons and ten Battle Stars.

The keel of DD 501 was laid on 25 June 1942 in the yards of the Federal Shipbuilding & Dry Dock Company, Kearney, New Jersey, on 11 November Miss Grace Wainwright Schroeder, christened the ship, and she slid down the ways as the USS SCHROEDER. Miss Wainwright was the granddaughter of Rear Admiral Seaton Schroeder, USN.

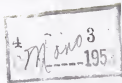
The ship was named for Rear Admiral Seaton Schroeder who commanded the MASSACHUSETTS in Sampson's blockade of Cervera's Spanish Fleet at Santiago in 1898 and was active in the Hydrographic office. He assumed command of the Atlantic Fleet in 1909 after almost 50 years service. He was born 17 August 1849 in Washington, D. C.

Receiving her commission on New Year's morning in Brooklyn, New York, the SCHROEDER put out to sea for the first time on 14 January, going north to Casco Bay, Maine for a six week shakedown and training cruise, with Commander J. T. Bowers, Jr., USN, as her first commanding officer. She returned to New York on 23 February and on 11 March steamed south, escorting the new aircraft carriers to Trinidad, British West Indies. In the middle of April the ship returned to New York, then headed into the Atlantic to escort a group of merchant ships to Casablanca. Back again in Brooklyn early in May, the SCHROEDER left New York Harbor on the 17th for another assignment of escorting a new carrier to Trinidad.

Once again the ship steamed north, this time to Boston, for a short two weeks yard availability. Underway on 14 June, in company with a new light cruiser, the SCHROEDER stopped overnight at Coco Solo, Canal Zone, and proceeding to San Francisco for a month fitting out and overhaul period at Mare Island Navy Yard. 28 July 1943 the SCHROEDER was ready and sailed for Pearl Harbor to join her squadron, Destroyer Squadron 25.

The SCHROEDER received her baptism of fire in the during raid on Marcus Island, 1 September 1943. Everyone was in a high state of excitement, expecting to meet the Japanese fleet at any moment. On the morning of the strike the SCHROEDER was detailed to protect the tankers supporting the raid, so the crew did not even see the planes take off on their highly successful mission. But in the raid against Wake Island on 5 October, The SCHROEDER in company with three heavy cruisers, bombarded the beaches and was taken under return fire by coastal guns. No hits were received and the batteries were silenced. During this bombardment the ship rescued two American aviators who had been shot down. Shortly thereafter a Zero attacked the ship, but was driven off by heavy AA gunfire.

After Wake Island, the SCHROEDER steamed south to the New Hebrides Islands for training exercises with the amphibious command. Early in November



X-E 182
UL

HISTORY OF USS SHIPLEY BAY (CVE 85)

The SHIPLEY BAY had a varied career including the transportation of planes, and pilots, training of pilots in carrier operations, the replenishing of Task Force 38 and fighting with both the THIRD and FIFTH Fleets in the Okinawa campaign.

Named for a bay off the coast of Alaska, the aircraft carrier USS SHIPLEY BAY was constructed at the Kaiser Shipbuilding Company, Vancouver, Washington during early 1944.

When the carrier was launched on 12 February 1944, Mrs. Lawrence B. Richardson, wife of Captain Richardson, USN, served as sponsor. The SHIPLEY BAY was commissioned on 21 March 1944 in Astoria, Washington. Following the commissioning ceremonies, Captain E. T. Neals, USN, assumed command as the first commanding officer.

From 3 May 1944 to 17 October 1944, the SHIPLEY BAY was assigned to transport duty ferrying planes and pilots to the forward areas. She visited such places as San Diego, Alameda, Pearl Harbor, Majuro, Guadalcanal, and Tulagi. During this period, the ship transported 496 aircraft.

On 17 October 1944, the ship steamed from San Diego, as a replenishment carrier and continued this assignment until 12 January 1945 when it arrived at Guam.

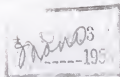
The SHIPLEY BAY was engaged in three replenishment operations to serve Task Force 38. The first, from 17 October to 29 October, involved a rendezvous with the fleet 150 miles east of Samar, Philippine Islands. Task Force 38 met 450 miles east of Luzon. This mission continued from 10 to 24 December 1944. The final assignment took the SHIPLEY BAY 350 miles northeast of Luzon during the period 26 December 1944 to 12 January 1945.

Training period began on 26 January, which continued until 20 April. During this time, the carrier operated from Pearl Harbor sailing usually for only five day cruises in nearby training areas.

On 22 April 1945, the SHIPLEY BAY steamed from Pearl Harbor for Guam enroute to combat operations.

Between 7 May and 18 May 1945 the carrier operated with Task Unit 52.1.1 in the area south of Okinawa. Later between 13 June and 19 June she operated with Task Unit 32.1.3, east of Sakashima Gunto. A total of 51 tons of bombs and 511 rockets were delivered in the close support work involving attacks on gun emplacements, supply dumps, radar establishments and the enemy positions in caves.

On 22 June 1945, the carrier departed the operating area enroute to Ulithi. From here, she went to Alameda via Guam and Pearl Harbor. After ferrying troops back to Hawaii, she entered the Repair Base in San Diego for availability. The SHIPLEY BAY was being reconditioned for combat operations with the fleet when word was received of the Japanese surrender.



HISTORY OF USS HYADES (AF 28)

Built to carry fresh provisions to the operating forces no matter how far they ranged from supply bases, the refrigerated provisions ship USS HYADES covered the Pacific during the last twelve months of World War II in daily routine performance of her duty.

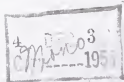
The ship, built by the Gulf Shipbuilding Company at Chickasaw, Alabama, was acquired by the Navy on 30 September 1943. Placed in commission the same day under Commander C. D. Schutz, USNR, she steamed into Baltimore for conversion.

The USS HYADES was named for a V-shaped cluster of stars in the head of the constellation Taurus, which includes Aldebaran.

A year later, now under the command of Commander M. C. Wheyland, USNR, the ship put to sea again, bound for the Pacific. Escorted by the destroyer WARRINGTON, the HYADES left Chesapeake Bay shortly before 0100 on 11 September 1944, bound for Trinidad, British West Indies. There was a slight overcast and a light southeast wind. Early the next morning the sea began to get rough. The WARRINGTON and HYADES stopped their normal convoy procedure and tried to maintain a steady course. Steadily rising winds and heavy seas rolled the destroyer 20 to 30 degrees, jarring shells loose from their battens in the gun-handling rooms. All hands were put to work securing the shells and readying the ship for even rougher weather. By late afternoon, however, the winds of 75 to 100 miles per hour had slowed the destroyer to four knots and had sprung her port bulwarks in two places.

On the morning of the 13th Commander S. F. Quarles of the WARRINGTON asked the HYADES to stand by in case his ship foundered. Topside men were taking a severe beating from wind and sea. Engineering personnel were keeping the engines going under the most difficult conditions. Since most of the ventilating system had been closed to keep water from reaching the power plant, the men could work only for short periods. Unable to cope with the main force of the hurricane, the WARRINGTON reversed course, having lost contact with the HYADES. An emergency call for help flashed out, and soon after a heavy wave caused a complete loss of power. All removable weights were jettisoned as the crew fought to save their ship. Two men were swept overboard before Commander Quarles, his ship listing 40 degrees, gave the order to abandon ship.

Many of the men failed to live through the angry sea, and several others died before they could be found. The HYADES began searching the area immediately, but it was not until the 15th that she sighted the first survivors, rescuing 61. Only 68 were rescued and 251 were lost. Transferring her survivors to the HUSE, the HYADES continued on course when all hope was given up for the rest of the WARRINGTON's crew, and reached the Panama Canal on 19 September. Commander Wheyland was relieved on the next day by Lieutenant Commander F. B. Doherty, USNR, and the ship sailed the same day for Majuro, steaming independently.



HISTORY OF USS WSS HOPKINS (DMS 13) (EX DD 249)

The heavily-loaded transports, steaming in column formation, pushed their blunt bows into outer Tokyo Bay. The occupation of Japan was only hours away. In the van of the occupation force two high-speed destroyer minesweepers, sweep-gear streamed, were cutting a safe path into the Japanese homeland. Hovering on the outskirts of the swept channel, her deck lined with riflemen, was the mine destruction vessel. HOPKINS (DMS 13) oldest warship in the fleet and among the last of the four-stack destroyers, was making her last invasion.

The USS HOPKINS was built by the New York Shipbuilding Company, her keel being laid on 30 July 1919. She was launched on 26 June 1920, being christened by Miss Sarah Babbitt, a great-granddaughter of the ship's namesake. The destroyer, ((DD 249), was placed in commission on 21 March 1921.

The ship named for Esek Hopkins, the only officer to hold the rank of Commander in Chief of the Continental Navy. He harrassed British Commerce in the Revolutionary war and obtained much needed munitions. On 3 March 1776 his forces captured the fort on the Island of New Providence, West Indies and took the Governor prisoner. He was born 26 April 1718 in Scituate, Rhode Island.

Long the pride of the destroyer fleet, and one-time flagship of Admiral William F. Halsey, the destroyer was never out of commission. She sailed the Atlantic as a squadron flagship until May of 1940, when she received orders to Pacific duty. In October she was converted to a high-speed mine-sweeper and became flagship of Mine Squadron TWO.

The HOPKINS was at Johnston Island carrying out war maneuvers and practicing amphibious operations when the Japanese attacked Pearl Harbor. Under the command of Lieutenant Commander M. Still, she immediately headed for Pearl Harbor as part of the scouting force looking for the Japanese fleet. She was reported sunk during the trip, and therefore surprised authorities when she put into port to refuel.

Captain Still was relieved by Lieutenant W. T. Dutton, the former executive officer, and the HOPKINS put out to sea for offshore patrol duty. Several attacks were made on submarines and, although the ship has never been credited with a kill, her crew reports that her depth charges once forced a sub to the surface where it was sunk by aircraft.

In April of 1942 Lieutenant Commander Ben Coe relieved Lieutenant Dutton, who remained on the ship as executive officer. The ship returned home for a short yard overhaul, and in July was again underway for Pearl Harbor. After one escort voyage to Tonga Tabu, she joined the Solomon Islands invasion force and, after four days of pre-invasion rehearsals, headed for Guadalcanal and the first Allied landing of the Pacific war.



HISTORY OF USS HOPEWELL (DD 681)

Joining the fleet in early 1944, the destroyer USS HOPEWELL lost no time in getting into action, earning the first of her nine World War II Battle Stars by the end of January 1944. She earned an additional four Engagement Stars during the Korean action.

The ship was built by the Bethlehem Steel Company at San Pedro, California. Her keel was laid on 29 October 1942 and she was launched on 2 May 1943. Christened by Mrs. Raymond A. Spruance, wife of then-Rear Admiral R. A. Spruance. The ship was named USS HOPEWELL (DD 681) in honor of Midshipman Pollard Hopewell, USN, who died in action with the crack British Frigate SHANNON, 38 guns, to uphold the words of his Captain, Lawrence "Don't Give up the Ship". The CHESAPEAKE 36 guns, with an untrained crew engaged the enemy off Boston on 1 June 1813 and struck after 15 minutes of action. Hopewell was appointed midshipman from Maryland 4 June 1812. The first HOPEWELL (DD 181) was launched in 1918 and was transferred to Great Britain in September 1940.

Commander C. C. Shute, USN, assumed command when the USS HOPEWELL first went into commission on 30 September 1943. He put the ship through vigorous shakedown exercises and, in company with Task Force 53, steamed for Lahina Roads, T.H. arriving on 21 January. Two days later the Task Force weighed anchor and got underway for the Marshall Islands. The HOPEWELL, steamed 20 miles in the van as a picket to warn of any enemy resistance, and approached the island on 31 January 1944.

She remained in that area until 31 January 1944 when she began patrolling in a fire support area off Boggerlapp Island. At daybreak the ship opened fire on what appeared to be two camouflaged lookout stations, but discovered later they were only coconut trees. She continued patrolling the area until nightfall, when she joined the PORTERFIELD, ELLET, and six LCI gunboats for night harassing fire against the enemy on Roi and Namur.

The HOPEWELL then joined the screening destroyers on the cruiser and carrier units on 1 and 2 February. On the 5th she joined the group covering mopping operations on several of the smaller islets in the atoll. The next week was spent on patrol and picket duty, and on 15 February she joined a task unit returning to Pearl Harbor.

Early in March, the destroyer arrived in Purvis Bay, Florida Island to join the forces along the New Guinea coast. Her first action occurred during the landings at Aitape, New Guinea, on 22 April. The HOPEWELL supported the unopposed landings with shore bombardment, retiring the same day to Cape Sudest, New Guinea.

The HOPEWELL, O'BANNON, NICHOLAS and TAYLOR joined forces on 27 May 1944 for a night bombardment of Medina plantation on New Ireland. The coast came in view shortly after midnight. The HOPEWELL took station as a radar picket astern of the NICHOLAS, who began shore bombardment at 0128. A "Black Cat" patrol plane effectively illuminated the beach with flares.

Division of Naval History
Ships' Histories Section
Navy Department

115
#90
3
195

HISTORY OF USS HUMPHREYS (DD 236) (EX APD 12)

Put out of commission as an over-age destroyer in 1938, the flush-deck 1200-ton destroyer USS HUMPHREYS came out of mothballs at the threat of World War II and won seven Battle Stars as a high speed transport.

The keel was laid on 21 July 1918 in the yards of the New York Shipbuilding Company. Miss Letitia Humphreys, a granddaughter of Joshua Humphreys, christened the ship at her launching on 28 July 1919. The ship was first placed in commission on 21 July 1920.

She was named the USS HUMPHREYS for Joshua Humphreys who was the first naval architect after the birth of our navy. His view that ships should be heavier in tonnage and guns than their rates seemed to authorize permitted our frigates to engage British ships of the line. He was born 17 June 1751 in Haverford, Pennsylvania.

After operating with the fleet until July of 1938, the HUMPHREYS was de-commissioned and laid up at San Diego, California, in "Red Lead Row." In September 1939, however, she was once more put into commission and employed as part of the neutrality patrol. She operated off the East Coast through most of 1940 and then shifted to the West Coast in 1941.

At the outbreak of World War II the old ship was assigned to escort convoys between San Pedro, California, and Seattle, Washington. In late May, however, she was sent to the Aleutian Islands for more patrol and escort duties. In November 1942, she was ordered to San Francisco for conversion to a high speed transport. During her Alaskan tour of duty, Lieutenant Commander Robert C. Peden, USN, assumed command on 23 August 1942, relieving Lieutenant Commander J. K. Wells, USN.

At the Mare Island Navy Shipyard the old destroyer underwent radical changes. Part of her armament was removed and her living quarters enlarged so that she was able to carry approximately 150 troops. Her speed and anti-submarine gear enabled her to act as an escort and, on occasions, to provide shore bombardment and anti-submarine patrol in addition to transporting troops.

Under the command of Lieutenant Commander Maurice J. Carley, USNR, the ship left the States in late December, arriving at Pearl Harbor on New Years Eve. For the first six months after her arrival, the transport received routine assignments, carrying troops and supplies and escorting other ships on runs to Guadalcanal and the Solomons.

Forces began to gather at Townsville, Australia, and Milne Bay, New Guinea, for an attack on Kiriwina and Woodlark Islands, in the Coral Sea north of Milne Bay. All through May and June 1942. On 21 June the HUMPHREYS got underway from Townsville with her sister ship USS BROOKS, carrying an advance echelon of cavalry troops from Woodlark. The ships arrived in the dead of night, discharged 200 troops, and steamed back to Milne Bay

USS HERON won the Navy Unit Commendation for participation in supplying operations throughout the Netherlands East Indies, Secretary of the Navy commended the ship as follows:

"For outstanding heroism in action while engaged in the supplying of outlying Bases and the maintenance of Patrol Planes throughout the Netherlands East Indies from December 8, 1941, to March 3, 1942. Carrying on her perilous duty with sturdy aggressiveness and unflinching readiness despite recurring attacks by Japanese torpedo and bombing planes during the first extremely difficult months of the war, the USS HERON skillfully utilized the limited facilities and inadequate equipment available for the most effective maintenance of our hard-pressed air forces and enabled them to continue their long-range reconnaissance missions and offensive strikes against the enemy. Repeatedly tracked down by Japanese patrol and pursued relentlessly from one base to another in the restricted areas of the various archipelagoes, she shifted anchorage at high speed, informed her planes of the new landing rendezvous and received them at night without benefit of landing lights or other aids. Attacked by a large force of hostile bombers on December 31, she fought a valiant seven-hour running battle against terrific odds and, despite extensive damage and casualties to nearly half of her crew, succeeded in destroying a Japanese four-engined bomber, quickly effected repairs and continued operations in defiance of the enemy's overwhelmingly superior naval and air power. Her distinctive service during a period when the enemy's ability to wage war was at its height reflects the highest credit upon the HERON and the gallant fighting company who manned her."

The ship earned four Battle Stars on the Asiatic-Pacific Area Service Medal for participating in the following operations:

- 1 Star/Philippine Islands operation -- 8 December 1941 - 3 March 1942
- 1 Star/Bismarch Archipelago Operation
Admiralty Island landings -- 8 - 17 April 1944
- 1 Star/Consolidation of Solomon Islands
Consolidation of northern Solomons -- August 1944 - 23 September 1944
- 1 Star/Leyte Operation
Leyte Landings -- 21 - 29 November 1944

STATISTICS

OVERALL LENGTH 186 feet
BEAM 35 feet
SPEED 14 Knots

DISPLACEMENT 872 tons
COMPLEMENT 5 officers
74 enlisted

Compiled: October 1953
Corrected: November 1953

4 DEC 14
Copy ----- 1953



X-E 182
US
#92

HISTORY OF USS KILTY (DD 137 (EX APD 15))

When the Japanese hit Pearl Harbor on 7 December 1941 our Navy had to employ our "overage" destroyers in theatres all over the world until new construction could meet the needs of the fleet. The KILTY was one of those employed on Neutrality Patrol and a west coast training ship. Later she was converted to an APD and saw extensive service in the South Pacific earning 11 battle stars.

The USS KILTY (DD 137) was built at the Mare Island Navy Yard, San Francisco, California. When the ship was launched on 25 April 1918, Miss Elizabeth Harrison Shapley, daughter of Commander Lloyd S. Shapley, acted as sponsor, the ship was named in honor of Rear Admiral Augusta H. Kilty, born in Maryland about 1803; died at Baltimore on 10 November 1879. He was appointed midshipman on 4 July 1821 and served on the Pacific, Asiatic, Mediterranean and African Stations; taking part in the operations of the squadron under Commodore George Reid against Quallah Battoo in February, he was conspicuous for his actions and bravery in the western rivers, at Island No. 10 and Fort Pillow; commanded an expedition to White River, Arkansas, and during an action on 17 June 1862 he was severely wounded, causing the loss of his left arm. He was commissioned Rear Admiral on 13 July 1870.

She was first commissioned on 18 December 1918 under command of Lieutenant Commander J. H. Taylor. The KILTY was based at San Francisco and operated with Destroyer Division 17 in the Pacific until decommissioned in 1922. She was tied up in the Reserve Fleet at the U.S. Destroyer Base, San Diego until 18 December 1939 when she was recommissioned under command of Lieutenant Commander S. G. Kelley. She served on Neutrality patrol operating out of San Diego and as a training ship for Naval Reserve personnel on the West Coast. Captain Kelley was relieved on 5 April 1941 to report to the USS NORTHAMPTON. The KILTY continued to operate as a training ship on the West Coast under Lieutenant Commander G. D. Zurmuehier.

During this period she operated with the TALBOT, DENT, HUMPHREY and LAWRENCE at the Sound School San Diego, California, tracking the submarines S-23 and S-34. When not employed on training duty she acted as escort for convoys along the California Coast. In January 1942 she began training Armed Guard crews.

In June she escorted a convoy to Dutch Harbor, Alaska returning in July to operate as escort for coastal convoys. On 15 July 1942 Lieutenant Commander D. L. Mattie took command.

In August 1942 she received an availability at the Bethlehem Shipbuilding Company, San Francisco, on the 24th she had returned to San Diego and resumed her training. She was reclassified APD 15 on 2 January 1943 and on 19 January 1943 she was moored at Mare Island for conversion. Sea trials began on 26 February and on 2 March she sailed for Pearl Harbor.

Later in March, the KILTY sailed for the Fiji Islands and from there went to Noumea, New Caledonia to train with a Marine Raider battalion. From Noumea, the ship sailed to Espiritu Santos, New Hebrides and then to Guadalcanal in the Solomons. In Guadalcanal the ship was on anti-submarine screen during May of 1943.



2
21
35

8-5-1921

05

#93

HISTORY OF USS SEQUOIA (AG 23)

Since 1880 it has been a tradition in the U.S. Navy that a special ship be designated for the use of the Secretary of Navy. The present Secretary of Navy's ship is the USS SEQUOIA (AG 23), which was formerly the Presidential yacht of Herbert Hoover and Franklin D. Roosevelt.

She was built by the Mathis Yacht Building Co., Camden, N. J., from 1925 to 1926 for a Mr. Richard Calwalder, Jr., of that city. He sailed her until 1928 when she was purchased by Mr. William H. Dunning of Austin, Texas. The SEQUOIA was used as a yacht until 24 March 1931 when she was purchased by the Department of Commerce to be used as an inspection vessel.

During the tenure of President Hoover, the USS MAYFLOWER, the then Presidential yacht, was partially destroyed by fire at the Philadelphia Navy Yard and the ship was stricken from the Navy Register in 1931. For two years the President of the United States was without an official yacht until the U.S. Navy purchased the SEQUOIA from the Department of Commerce on 25 March 1933 and officially commissioned her that date as the Presidential yacht.

The USS SEQUOIA served President Herbert Hoover and then President Franklin D. Roosevelt. During the presidency of the latter, she was used for three official cruises -- once in 1933 and twice in 1935. Following the last cruise in late 1935 it was decided that for the safety of the president a steel hull ship should be used in the future. The USS SEQUOIA was constructed of wood. Therefore, the USS POTOMAC (AG 25), a former Coast Guard ship, was secured and on 2 March 1936 was officially designated the Presidential yacht. The USS SEQUOIA was then designated the Secretary of Navy's yacht.

The USS SEQUOIA has not been in commission since 9 December 1935 and is officially listed as being "in service". It is presently manned by a crew of 23 enlisted men including a force of eight stewards. The present commanding officer is Lieutenant William H. Meanix, a graduate of the U.S. Naval Academy, class of 1949.

Her hull is constructed of fir planking and the deck house is constructed of teak wood. The salon is paneled with mahogany retaining its natural richness finish. The other wood-work is trimmed in brown. There are five staterooms. Three have double beds. Two have joining private baths and the third shares the bath with one of the single bedrooms. It comfortably sleeps eight guests. The other single bedroom is presently used by the commanding officer. All rooms are air conditioned.

The main salon has a buffet table which seats 22 guests. However, for stability purposes and for safety, no more than 38 guests can be entertained aboard ship. Adjoining the salon is a small study or office which can accommodate 12 persons.

HISTORY OF USS EDGECOMBE (APA 164)



With the advent of World War II the U.S. Navy entered a new type of warfare. The enemy control of the European coastline and the widely scattered islands of the Pacific necessitated large-scale amphibious assaults. An immediate need of such warfare in the Pacific was for a troop transport that could not only lift men and equipment from the States to advanced bases, but take them directly to the field of operations in assault waves. The Navy's answer was the attack transport. The Oregon Shipbuilding Corporation of Portland, Oregon was commissioned to build a number of units of this new fleet, one of which was to be the USS EDGECOMBE (APA 164).

Named for a county in North Carolina, the EDGECOMBE received the traditional champagne from the hand of Mrs. Ester S. Wilson, at the launching on 24 September 1944. She was placed in full commission on 30 October 1944 and turned over to her new skipper, Commander Frank W. Wauchope, USNR. That afternoon began a week of frantic activity, as equipment and stores were brought aboard in preparation for getting underway.

On 10 November 1944, the EDGECOMBE casting off all lines, and headed into the channel, and steamed to Seattle. Upon arrival she embarked 31 officers, and 938 enlisted men of the 68th Naval Construction Battalion, Seabees, for passage to San Francisco, California. At San Francisco on the 17th the ship received her full allowance of ship's boats, and early the following morning set course for San Pedro, where the crew underwent a period of intensive training.

With the yard period ending on 22 December 1944, the time for her first mission was rapidly drawing near. After loading cargo at Oakland, she moved to San Francisco where 68 officers and 1231 enlisted men of the U.S. Army came aboard. On 31 December the California Coast disappeared below the horizon, and the EDGE COMBE was finally on her way.

She sailed smoothly on a calm sea until 12 January 1945, when, while nearing the equator, Davey Jones, King Neptune and his royal attendants were received with pomp and paddles. On the 16th she passed Guadalcanal, and two days later arrived at her destination -- Finschhafen, New Guinea. Here she unloaded her cargo, and on the 26th got underway for Hollandia, Dutch New Guinea.

Because of the approach to enemy waters, escorts were now necessary. At Hollandia, a convoy of sixty ships was formed to proceed to Leyte Gulf. While enroute on 3 February, one of the escorts made a submarine contact and began a depth charge attack. Two torpedoes passed ahead of the escort, after which she lost contact. Neither ship suffered damage. The convoy reached Leyte on 6 February where the troops were disembarked. The EDGECOMBE then proceeded to Mindoro to discharge her cargo, returning to Leyte on the 17th.

Following a month of preparation and training, rumors of an impending operation began to make the round of the ship. Finally, 56 officers and 980 enlisted men of the 383rd Infantry were taken aboard and a training period in preparation for assault operations with the 5th Amphibious Force began.



HISTORY OF USS GURKE (DD 783)

Although the destroyer USS GURKE was placed in commission too late to actively participate in World War II, she was ready for action when the Communists began their aggression in Korea. During her operations off Korea she was twice hit by Communist shore batteries and was included in a Navy Unit Commendation for outstanding action during the landings at Inchon.

The ship, named for Medal of Honor winner Private First Class Henry Gurke, USMC, was built by the Todd-Pacific Shipyards, Inc., Tacoma, Washington. Her keel was laid on 1 July 1944 and she was launched on 15 February 1945. Private Gurke's mother, Mrs. Julius Gurke, acted as sponsor for the vessel, which was placed in commission on 12 May 1945, Commander Kenneth Loveland, USN, commanding.

Leaving the Todd-Pacific yards on 25 May, the ship sailed down the West Coast to San Diego for her shakedown cruise, which lasted until 12 July 1945. She was undergoing a post-shakedown availability in the Puget Sound Navy Yard when the war ended.

Private Gurke was born on 6 November 1922 at Neche, North Dakota. On 15 April 1942 he enlisted in the Marine Corps and participated in the landing operations and occupation of Pavuvu, Russell Islands. He was killed in action on 9 November 1943 on Bougainville. Gurke and another Marine were sharing a two-man foxhole, engaged in a bitter battle for the defense of a vital road block near Enpross Augusta Bay, when a Japanese grenade dropped squarely into the foxhole. Knowing that his companion manned an automatic weapon with greater fire power than his own and could therefore provide more effective resistance, Gurke thrust the other Marine to one side and flung his own body over the missile to smother the explosion. For his gallantry in giving his life for his country, Private Gurke was posthumously awarded the Medal of Honor and the Purple Heart.

The USS GURKE saw duty in the Western Pacific from VJ day until her return to San Diego in February of 1946. She again departed for the same area on 4 September 1947, returning to her home port of San Diego on 28 May 1948.

After this tour of duty, the destroyer made a reserve training cruise to Wrangell Island, Alaska, via the Inland Passage, to celebrate the 50th anniversary of the Yukon Gold Rush. Another reserve cruise followed, this time to Pearl Harbor, after which the ship carried out routine operations until leaving once again for the Western Pacific on 5 February 1949.

This time, while in Far Eastern waters, she was Admiral Womble's flagship at Yokosuka, taking him to the Admiral Perry Day celebrations. She returned to the States on 28 November 1949, and shortly afterward entered the Hunters Point Navy Yard, San Francisco, for a three month's overhaul.

The Communists began over-running South Korea in June, 1950, and on 5 August the GURKE left the United States behind as part of the effort to reinforce Allied forces there.



HISTORY OF USS HECTOR (AR 7)

The career of the repair ship USS HECTOR could be likened to that of a country doctor. Wandering far from home to tend her charges, she handled emergencies which would have been considered strictly navy yard jobs in more normal times; but she never failed to accept or complete a job for lack of equipment, material, personnel, or the necessary "know how". In addition to the myriad amphibious craft, her clientele included such illustrious names as the HOUSTON, LANGLEY, and SAN JACINTO.

The name "HECTOR" is no newcomer to the U.S. Fleet. Three ships have been named for the Greek mythological character of the name, who was a chief Trojan warrior and a special favorite of the god Apollo. The first ship was built by Wigham, Richardson & Company, Newcastle, England in 1883 as the steamer PEDRO. A war prize, the ship was purchased by the U.S. Navy in June 1898. Under the command of Commander F. M. Wise, she was placed in commission on 30 June 1898 as the HECTOR, and based at Key West, Florida, as a collier. On 17 September of that year she was decommissioned at Boston, and sold to the Metropolitan Coal Company the following month.

The second HECTOR was a fuel ship built in 1909 by the Maryland Steel Company, Sparrow Point, Maryland. She was launched 3 July 1909 and placed in commission on 22 October 1909. Until 11 December 1912 she operated along the Atlantic coast, carrying fuel and stores for the ships of the Fleet in routine operations. She was then decommissioned at Portsmouth, New Hampshire, where she remained in reserve until 16 February 1914. Upon being recommissioned the HECTOR made one voyage to Manila, and was then assigned to intermittent duty in Haitian and Santo Domingan waters transporting passengers and carrying stores and fuel. Between February and July 1916, she again operated off the Atlantic coast. While enroute to Charleston, South Carolina on 14 July 1916 of that year the HECTOR was caught in a severe gale, completely wrecked, and sank off Charleston Light.

The keel for the present HECTOR was laid on 28 July 1941 at the Los Angeles Shipbuilding & Dry Dock Company, Los Angeles, California. At the launching on 11 November 1942 she was sponsored by Mrs. Ramona Heim, wife of Captain Schuyler F. Heim, USN. On 7 February 1944 the ship was placed in full commission under the command of Captain Joseph Wayland Long, USN.

A brief fitting-out period was followed by a short shakedown cruise during which standardization runs were made and operational training conducted. On 3 April 1944 she departed singly for Pearl Harbor. Arriving six days later she was assigned to Service Squadron Two to begin the routine duty of effecting voyage repairs to vessels assigned. On 5 June she sailed to Eniwetok to join Commander Service Squadron TEN.

On 30 September she proceeded to Ulithi in company with the WHITMAN. From the time of arrival until 31 October the HECTOR was engaged in salvaging the LCT 1052, LCT 1290 and several LCM's which had been stranded in a recent storm. It was during the period at Ulithi the HECTOR undertook her first major battle damage job. On 1 November 1944 she received the USS HOUSTON alongside. The

HISTORY OF USS JASON (ARH 1)



X-E 182
05

#97

There have been three ships named JASON. The present one was authorized by Congress on 19 July 1940, under the 70% Naval Expansion Act, and the keel of the repair ship USS JASON (ARH 1) was laid on 9 March 1942 at the Los Angeles Ship Building and Dry Dock Company, Los Angeles, California. When she was launched 3 April 1943, she was sponsored by Mrs. A. W. Fitch, wife of Rear Admiral A. W. Fitch, USN. These ships were named for a mythological figure in Greek Legend, Jason, son of Aeson, King of Iolcus in Thessaly.

The first ship so named was scheduled to bear the name CONESTOGA but this name was changed to SANGAMON before launching. This vessel was a single turreted monitor of 884 tons, built by John Ericsson at Chester, Pennsylvania of wood and iron. Her dimensions were: Length, 200 feet; Beam, 46 feet; Depth, 11 feet 6 inches. She carried two 15-inch S.B. Dahlgren guns. The SAGAMON was launched 27 October 1862, and commissioned on 9 February 1863. Under various commanders, she served during the Civil War in both the North Atlantic and South Atlantic Blockading squadrons. The monitor's name was changed to JASON on 15 June 1869 and she was placed out of commission at the League Island Navy Yard late in 1898, and was sold on 14 April 1904.

The second JASON was a fuel ship, built by the Maryland Steel Company Sparrows Point, Maryland. She was authorized 4 March 1911 and was launched 16 November 1912. Her dimensions were: length, 514 feet' breadth, 65 feet; mean draft, 27 feet 8 inches; displacement, 19,240 tons. This vessel was commissioned 26 June 1913 and was assigned to duty with the Atlantic Fleet. Cruises were made that year, to Vera Cruz, Mexico and also to Italy and France. She was in Mexican waters during the time of the occupation of Vera Cruz in 1914, furnishing ships there with fuel and supplies and transported refugees. On 14 November 1914 she sailed from New York with Christmas gifts and stores for the ships of the Fleet in the Mediterranean. After returning to the United States, several trips were made to Mexican waters. Haiti and the West Coast. During the first months of World War I, the JASON operated with the Train, Atlantic Fleet and delivered fuel, stores and freight to ships operating in Brazilian waters. After assisting two vessels in distress in the early part of 1918, in addition to her routine duties, she made a trip to Inverness, Scotland, with aviation materials. In July 1918, this vessel was assigned to duty with the Naval Overseas Transportation Service and subsequently transported coal between Norfolk, Boston and New York. After two cruises abroad, one to Brest, France and the other to Gibraltar and Spalate, Delmatia, the JASON was detached from the Naval Overseas Transportation Service and sailed from Norfolk 30 June 1919 for duty with the Train, Pacific Fleet. In 1920 she took fuel and supplies to Constantinople and later a load of equipment to Guam. In 1922, a cruise was made to Alaska, followed by routine operations with the Pacific Fleet, a trip to Norfolk with Marines from Nicaragua and a cruise to Hawaii. The following years were spent in continuous routine operations between the West and East coasts, carrying cargo and freight and transporting passengers. In April 1925, the JASON proceeded to the Far East by way of Hawaii Guam and Cavite, arriving at Woosung, China 8 June 1925. Subsequently she resumed duty with the Aircraft Squadron, Asiatic

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182

U5



HISTORY OF USS HUGH L. SCOTT (AP 43)

Off the port of Fedala, Morocco in the late afternoon of 12 November 1942, the U-130 silently stalked her prey, the transports of Task Group 34.9 riding at anchor for unloading operations. The HUGH L. SCOTT was lying in a berth on the starboard side of the EDWARD RUTLEDGE, and had discontinued unloading operations for the day. At 1735 a torpedo slammed into the starboard side abreast the No. 1 fireroom. Ten seconds later a second torpedo struck about thirty feet abaft the first hit. The USS HUGH L. SCOTT was fatally hit.

The ship, originally named SS PRESIDENT PIERCE, was designed and built as a passenger cargo ship for the American Lines by the Bethlehem Shipbuilding Corporation, Sparrows Point, Maryland in 1921. On 31 July 1941 she was taken over by the Army and renamed the GENERAL SCOTT, as Chief of Staff, was Secretary of War ad interim, during February and March 1916.

From San Francisco the HUGH L. SCOTT sailed to Honolulu and returned before proceeding, via Hawaii, to Manila where she was re-delivered to the American President Lines for a special mission for the State Department to Hong Kong and Shanghai, China. Returning to San Francisco in late October 1941, she then made another round trip to Manila. In the early part of 1942 the ship made two voyages to Australia before being ordered to the east coast in July.

On 14 August 1942 the HUGH L. SCOTT was taken over by the United States Navy, and converted to an attack transport at the Todd Shipbuilding and Dry Dock Company, Hoboken, New Jersey. She was placed in commission on 7 September under the command of Captain Harold J. Wright, USN

Assigned to Transport Division THREE, additionally composed of the CHARLES CARROLL, JOSEPH T. DICKMAN, OBERON, and EDWARD RUTLEDGE, the HUGH L. SCOTT underwent extensive training in amphibious warfare off Hampton Roads, Virginia. Then on the morning of 24 October she got underway in company for the amphibious invasion of French Morocco, North Africa. She approached the enemy-held beaches at Fedala, French Morocco on the morning of 8 November 1942. At 0015 General quarters was sounded, and the destroyers began the shore bombardment. At 0625 the cruiser BROOKLYN opened fire, and the HUGH L. SCOTT began debarking her troops. After successfully landing all troops she cleared the immediate area, and on the afternoon of the 11th was ordered to the fueling area, and thence to Fedala Harbor to unload supplies in support of the troops.

At about 2000 on the 11th, the JOSEPH HEWES, WINOOSKI, and HAMBERTON were torpedoed by an enemy submarine. The HEWES was hit twice, and sunk within 30 minutes. Battle stations were manned throughout the night aboard the HUGH L. SCOTT.

The next day the SCOTT received the two hits previously described. She immediately began to settle rapidly by the stern, with a thirty degree starboard list. Fuel oil poured out of the starboard side, covering the adjacent area. Captain Wright ordered "all hands, abandon ship". Rescue boats rushed out to

Division of Naval History
Ships' Histories Section
Navy Department



X-E 182
13 U5
#99

HISTORY OF USS HENRY T. ALLEN (AG 90) ex (APA 15) ex (AP 30)

Veteran of both Mediterranean and Pacific campaigns, the HENRY T. ALLEN carried over 30,000 troops to and from their combat destinations, and served as flagship for twelve various commands. Her passengers included American soldiers and marines, Australian and New Zealand troops, Royal Air Force personnel, war correspondents, Red Cross workers, and one French National civilian.

The ship was built by the New York Shipbuilding Corporation, Camden, New Jersey. She was originally planned as a hospital ship by the U.S. Shipping Board, but before completion was sold to the Pacific Mail Steamship Company and named the "WENATCHEE". When completed in March 1921, she was taken over by the American Mail Line Ltd., and launched as the PRESIDENT JEFFERSON.

In 1941 she was taken over by the Army and re-named USAT HENRY T. ALLEN. On 6 December of the same year, she was turned over to the Navy and placed in commission as AP 30. Conversion to a combatant transport was accomplished at Moore's Dry Dock Company, Oakland, California.

On 22 April 1942 the USS HENRY T. ALLEN was ready for sea under the command of Captain P. A. Stevens, USN, and was attached to Transport Division Ten, Transport Amphibious Force, Pacific Fleet. She then proceeded to Mare Island to complete fitting out, and on 30 April was assigned to Transport Division Six.

On 22 May the HENRY T. ALLEN stood out from San Francisco in convoy for Honolulu. The convoy arrived safely one week later and after loading her troops departed for San Diego on 11 June. Upon arrival at San Diego the HENRY T. ALLEN began amphibious training exercises, holding rehearsal landing operations until 22 August. She was designated flagship for Commander Transports, Amphibious Force, Pacific Fleet on 28 July.

The ship then sailed for the east coast, and on 2 September 1942 reported for duty to Commander In Chief, U.S. Atlantic Fleet. On 8 October she moored at the Army Base, Norfolk, Virginia, where she began embarking troops. On the 16th she stood out with a full load of troops, and the following day began rehearsal drills and landing exercises at Cove Point, Maryland.

On 23 October the HENRY T. ALLEN sailed in company with the northern attack force enroute to North Africa carrying Commander Transport Division 5. CShe arrived in the transport area on 7 November, and early the following morning, lowered all boats and began disembarking troops and unloading equipment. At 0735 shore batteries opened fire on the transport area, though no damage resulted. During the afternoon, the SAVANNAH and TEXAS successfully neutralized all shore batteries and the first waves of troops were dispatched from the ship to be landed near Mehdia, Followed by their supplies.

On 9 November the HENRY T. ALLEN moved to a newly assigned position, 9,000 yards off the beachhead. Because of the rougher surf on "Blue Beach",

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS KENNETH WHITING (AV 14)

Built to provide long range reconnaissance by means of her attached seaplanes, the USS KENNETH WHITING, a seaplane tender built on a standard merchant hull, earned two battle stars for supporting action at Okinawa and during the final strikes against Japan by Task Force 38.

The ship was built by the Todd-Pacific Shipyards at Tacoma, Washington. Her keel was laid on 19 June 1943 and she was launched on 15 December of the same year. Mrs. Kenneth Whiting, widow of the Navy man for whom the ship was named, christened her. The tender was placed in commission on 8 May 1944, with Commander Raymond R. Lyons, USN, aboard as her first skipper.

Captain Kenneth Whiting, USN, was one of the pioneers of naval aviation. Designated Naval Aviator 16 after having been taught to fly by Orville Wright, he was until his death actively engaged in furthering the advancement and progress of naval aviation. An early proponent of the aircraft carrier as a unit of the fleet, he is credited with being largely responsible for the existence of carriers, their main design features, and for the types of planes operated from carriers. Captain Whiting was born at Stockbridge, Massachusetts, in 1881, and commissioned Ensign in 1908 after attending the Naval Academy and serving the required sea duty. After general duty, he became qualified in submarines, commanding the PORPOISE, SHARK, TARPON and SEAL. In 1914 he was designated naval aviator and shortly after the entry of the United States into World War I, he assumed command of the first naval air unit in France, and later of U.S. Naval Air Stations 14 and 15 at Killingholme, England. For this service, he was awarded the Navy Cross. Duty in the Division of Naval Aviation and the Bureau of Aeronautics followed, together with aviation assignments afloat, including command of the LANGLEY and SARATOGA. At the outbreak of World War II, Captain Whiting was serving as General Inspector of Naval Aircraft, Eastern Division. Placed on the retired list in 1940, he was retained on active duty. In February of 1943 he was ordered to duty as Commanding Officer, Naval Air Station, New York, with additional duty as District Aviation Officer, THIRD Naval District. Captain Whiting died on 24 April 1943. In addition to the Navy Cross, Captain Whiting wore the Victory Medal with Overseas Clasp and the American Defense Service Medal and received the Legion of Honor, rank of Chevalier, from the Government of France.

Following fitting out and trials the KENNETH WHITING (AV 14) took her shakedown cruise at San Diego, where all types of gunnery, emergency drills and ship-handling problems were practiced in preparation for the tasks ahead. Then, after a one week availability, the ship departed San Diego on 21 July 1944, bound for Hawaii.

Loading spare parts, aviation gasoline and squadron personnel, the ship sailed to Eniwetok and on to Saipan, arriving there on 14 August 1944. Here the WHITING reported to Commander, Fleet Air Wing One for duty. Aviation spares were discharged to the PCCOMOKE and the CHANDELEUR and the ship returned to Eniwetok.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS LEON (APA 48) (EX AP 93)

The USS LEON was not a sleek, trim ship of graceful lines and polished guns. Rather, she was a bulky pile of steel, top-heavy with landing boats and invasion gear -- an attack transport. She was designed to take American troops where American troops had never been, land them and give them supplies for the first days of fighting, and to fight herself if need be.

The ship was originally planned as the SEA DOLPHIN, a Maritime Commission ship, and was built at the Ingalls Shipbuilding Company, Pascagoula, Mississippi. Before completion she was taken over by the Navy and launched on 19 June 1943 as the USS LEON (AP 93), christened by Mrs. Earl K. Hammett. The LEON, which was named for counties in Florida and Texas, was placed in commission on 11 September 1943 for the ferry run to the Bethlehem Steel Shipyard in Brooklyn, New York, and conversion to APA 48. On 12 February 1944 the commission pennant was again hoisted, and the command turned over to Captain Bruce B. Adell, USN.

Her shakedown cruise was conducted in Long Island Sound and Chesapeake Bay. Then after a short yard availability, she was ready for war. She loaded Marine replacements and SeaBees, and at 0710 on 18 March 1944, cast off her lines and sailed for Pearl Harbor with the Destroyer escort BLACKWOOD.

In the open sea between Norfolk and Panama and then on the 12-day run from Panama to Pearl Harbor, the escort and transport leisurely practiced the maneuvers invasion convoys would use, with only the horizon to bound them in. Finally, the LEON steamed down the narrow neck of magnificently colored water that marks the entrance to Pearl Harbor and reported for duty to the Administrative Commander, Amphibious Forces, Pacific Fleet.

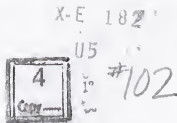
Duty came soon enough. Convoys of transports went to Maui, 100 miles southeast of Oahu, to practice landings. There they loaded Marines and rehearsed every landing step, from which foot to put on a debarkation ladder first to the proper way of leaving a landing boat at the beach. Then came a dress rehearsal, just as it would occur a few weeks later on an island whose name was known only to a few officers -- Saipan.

This island, the most northern in the Marianas, had been in the hands of the Japanese since World War I, and with its formidable fortifications, offered a key to the Japanese homeland defense. It lay only about 1,500 miles to the southeast of the Japanese home islands, and the airstrips meant a base for long-range bombers to hit the heavy industrialized areas around Tokyo Bay.

Upon completion of the training period, the LEON embarked personnel of the 4th Marine Division, and with Task Group 52.4 left Honolulu on 29 May 1944. On 8 June she anchored at Eniwetok, the rendezvous point for the invasion forces. Three days later she sortied on the last lap to Saipan, arriving on 15 June.

At 0813 on that day the first wave of troop-laden amphib started for the beach. The plan of attack for the Northern Troops and Landing Force, of which the LEON was a part, called for the 2nd and 4th Marine Divisions to land abreast,

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS MACKENZIE (DD 614)

When war broke out in Europe in September 1939, the American ship-building program was stepped up to support a two-ocean Navy. The USS MACKENZIE (DD 614) was one of the hundreds of ships built during this expansion period, to operate in the Atlantic and Mediterranean Fleets.

Authorized by an Act of Congress on 19 July 1940, she was the third vessel to be named in honor of Lieutenant Commander Alexander Slidell MacKenzie, USN. Commander Slidell was born on 24 January 1842 in New York, and was appointed midshipman on 29 September 1855. At the outbreak of the Civil War he was serving aboard the USS HARTFORD on the China Station, and in 1862 was assigned to the USS KINEO during the taking of Forts Jackson and St. Philip in the lower Mississippi. During the period 1863 to 1864 he participated in the blockade off Charleston, South Carolina, and the attacks on Fort Sumter and Morris Island. At the end of the Civil War he returned to the Far East aboard Admiral Farragut's flagship, the HARTFORD. He served in this ship until 13 June 1867, when he was killed in Formosa while leading a party against the savages who had murdered the entire crew of the American bark ROVER.

The first vessel so named, Torpedo Boat No. 17, was launched on 19 February 1898 at the Charles Hillman Company, Philadelphia, Pennsylvania. Master Charles Hillman, grandson of the President of the Charles Hillman Company, served as sponsor. The ship was stricken from the Navy List in 1917.

The second MACKENZIE (DD 175) was launched on 29 September 1919 at the Bethlehem Shipbuilding Corporation, San Francisco, California, sponsored by Mrs. Percy J. Cotton, wife of the superintendent of Hull Construction of the Union Works. On 2 September 1940 the MACKENZIE was one of the 50 destroyers transferred to Great Britain in the Destroyer-naval base agreement. Entering the Royal Navy, the old "four-pipers" were rechristened with names common to towns in both England and the United States. Hence the USS MACKENZIE became the HMS ANNAPOLIS, and was fighting the Atlantic Battle for nearly a year before the entry of her native country.

The present MACKENZIE (DD 614) was built by the Bethlehem Steel Company, San Pedro, California, where her keel went down on 29 May 1941. As she nosed into the water for the first time on 27 June 1942, she was christened by Miss Gail Nielson, cousin of the ship's namesake. She was commissioned on 21 November 1942 and turned over to her first commanding officer, Commander D.B. Miller, USN.

Following a shakedown cruise to Panama and a two months training period on the east coast, the MACKENZIE reported for trans-Atlantic convoy duty. During May and June 1943 she made two such trips to the Mediterranean. In the winter of 1942-43 the menace of the mid-ocean German wolf-pack reached its peak. During that period American and Allied trans-Atlantic convoys lost a total of 334 merchantmen-nearly two million tons of shipping. But the Germans did not keep on that rate. Clement spring weather, lengthened days,



HISTORY OF USS MACKINAC (AVP 13)

Although the biggest gun aboard was a five-incher, the USS MACKINAC packed a powerful wallop. Her main battery was composed of a squadron or more of big flying boats who could range out more than 600 miles from an advance base, harrassing the enemy and giving accurate intelligence reports on his movements.

The ship was constructed at the Puget Sound Navy Yard. Her keel was laid there on 29 May 1940 and she slid down the ways on 15 November 1941. Mrs. Ralph Wood, wife of the Commanding Officer, Naval Air Station, Seattle, Washington, christened the ship, named after the Strait between Lake Michigan and Lake Huron. The USS MACKINAC was placed in commission on 24 January 1942, Commander Norman R. Hitchcock, USN, commanding.

The period following commissioning was a busy three months, filled with fitting out and trial runs. On 11 May the MACK headed out on her first cruise to Pearl Harbor, escorting a large convoy. On 22 May 1942 the famous explorer Rear Admiral Richard E. Byrd, USN, (Ret), and a staff of eight officers came on board to inspect various United States bases. In the month that followed the MACKINAC cruised through the South Pacific, touching at Palmyra, Pago Pago, Apia, Wallis, Neukualofa, New Hebrides, Noumea, and Auckland, New Zealand. Admiral Byrd and the Inspection board left the ship on 23 June at Auckland.

After making a trip to Auckland and back, the ship returned to Noumea for assignment, tending in connection with the USS CURTISS. Preparations were now underway for the invasion of Guadalcanal, and the MACKINAC was assigned the job of setting up a seaplane base at Malaita, the most advanced post to be established for the campaign.

In the early afternoon of 7 August 1942, the MACKINAC entered little-known Maramasiki Estuary at the south end of Malaita, an island off the northeast coast of Guadalcanal. Her nine PBs were assigned the sea lane between the Japanese naval base at Truk and Guadalcanal. Enemy task forces operating in the area made it imperative that the tender withdraw, and she retired to Espiritu Santo on 12 August.

Eight days later the ship set up another base in Graciosa Harbor, Santo Cruz. On her second day bad identification led two American planes to attack the MACK, one dropping its bomb about 75 feet off the port beam. Fourteen men were injured, and the ship's own plane was so badly damaged that it could not be salvaged.

The general situation was very tense, and with enemy surface and air forces and submarines in the vicinity, the ship was always constantly being alerted to evacuate the base. Search plane losses to enemy attacks while on patrol were numerous. She was relieved by the USS BALLARD and the USS MAC FARLAND, and returned to Espiritu Santo on 1 September 1942.

Commander H. B. Butterfield, USN, relieved Commander Hitchcock as commanding officer on the next day, and on the 5th the ship returned to Santo Cruz, having replenished her supply of aviation gasoline.



HISTORY OF USS MC CAWLEY (APA 4) (ex AP 10)

Life began calmly enough for the Grace Line's SS SANTA BARBARA, but when World War II put her in uniform as the USS MC CAWLEY, her way of life underwent a drastic change. Instead of tourists, her passengers were troops. Instead of pleasure cruises, she made run after run through dangerous waters as the personal flagship of Rear Admiral R. K. Turner for the invasion of Guadalcanal and Rendova.

The ship was built at Haverton-Hill-on-the-Tees, England, being completed in 1928. Acquired by the Navy in July, 1940, at a cost of \$1,314,223.64, she was converted into a transport and renamed in honor of the late Colonel Charles G. McCawley, seventh Commandant of the U.S. Marine Corps. The USS MC CAWLEY was placed in commission on 6 August 1940, with Captain H. D. McHenry, USN, commanding. When Pearl Harbor thrust the United States into World War II, she was anchored in Hampton Roads, Virginia, under command of Captain C. P. McFeaters, USN.

Colonel McCawley, for whom the ship was named, was born in Philadelphia, Pennsylvania, on 29 January 1827 and appointed a Second Lieutenant in the Marine Corps from Louisiana in 1847. He was awarded the brevet rank of First Lieutenant on 13 September of the same year as a result of his gallant services in the storming of the Castle of Chapultepec and the capture of Mexico City. He continued to advance in grade and on 1 November 1876 was made Commandant of the Marine Corps with the rank of Colonel.

Upon his return from Mexico in 1848, Colonel McCawley served aboard many ships and at many shore stations. During the Civil War, while in command of a detachment of Marines, he participated in the capture of Norfolk. In July of 1863 he joined the battalion of Marines ordered for service in the South Atlantic Squadron and served with that unit until the end of the war. He retired in 1891 and died in the same year.

The APA 4 was the second vessel to be named in honor of Colonel McCawley. The first was the torpedo boat destroyer 276, launched on 14 June 1919 at the Bethlehem Shipbuilding Corporation, Quincy, Massachusetts. Miss Eleanor Laurie McCawley, granddaughter of the late Colonel McCawley, acted as sponsor. The vessel was later scrapped and sold in 1931 in accordance with terms of the London Naval Treaty.

The MC CAWLEY got underway from New York on 19 February 1942 for her first war-time cruise, carrying Marines and Army troops to Iceland, via Halifax. Making the journey safely, she arrived back in New York on 25 March, then steaming down the coast to Hampton Roads. Transferred to the Pacific Fleet, she transited the Panama Canal on 18 April, steaming with Task Force 38, and made Pago Pago on 8 May. Here she discharged Marine aviators of Marine Observation Squadron 151 and then got underway for Wellington, New Zealand.

With the flag of Rear Admiral R. K. Turner, Commander, Amphibious Force, South Pacific, flying, the MC CAWLEY approached Guadalcanal on the night of

Division of Naval History
Ships' Histories Section
Navy Department



X-F 182

U5

#105

HISTORY OF USS McCORMICK (AG 118) (Ex DD 223)

Long days of stormy convoy duty, bucking both sea and submarines, filled the war record of the USS McCORMICK. Already 21 years old when World War II began, she spent the entire war on convoy and anti-submarine duty.

The ship was built by William Cramp and Sons, Philadelphia, Pennsylvania. Her keel was laid on 11 August 1919 and she was launched on 14 February 1920. Miss Katharine McCormick, sister of the late Lieutenant (jg) McCormick, sponsored the vessel, which was named for him.

Lieutenant (jg) Alexander A. McCormick, USNRF, was born in Chicago, Illinois in 1879. He was enrolled in the U.S. Naval Reserve Force as an Ensign in 1917 and in the following spring was sent to France in our Air Force. He died on 24 September 1918 at Calais, France, after having been wounded in battle while acting as an aerial gunner on a British bomber on a mission over the lines. He was buried in the Military Cemetery at Calais and was posthumously awarded the Navy Cross.

The McCORMICK (DD 223) was commissioned on 30 August 1920 under command of LCDR L. C. Scheibla.

After serving with the fleet on China station and various other peace-time assignments, the ship was placed out of commission at San Diego on 14 October 1938. At the threat of war, however, she was reactivated on 26 September 1939, and assigned to neutrality patrol in the Atlantic. When the Axis declared war the ship was at the Navy Yard, Boston, having just returned from a run to Iceland under command of Lieutenant E. J. Sullivan, USN.

The beginning of the war brought little change in routine to the McCORMICK; only an intensification of the struggle against submarines. She continued her convoy voyages to Iceland and across the Atlantic for the remainder of the war.

Lieutenant Commander Sullivan was relieved by Lieutenant Commander Eugene S. Sarsfield, USN, on 17 January 1942. All of 1942 was spent on convoy duty in the North Atlantic, with runs to Argentina, Newfoundland; Londonderry, Ireland, and Halifax. In February of 1943 the ship operated in more hospitable climes, joining a convoy to Casablanca on 7 February under command of Lieutenant Commander S. D. Owens, USN. During the voyage one merchant ship, the SS PAN ROYAL, was rammed by two other ships and sank. 59 survivors were rescued in spite of the heavy weather and darkness at the time of the collisions.

The McCORMICK left Gibraltar with a convoy for the United States on 6 July 1943. One day out, her lookouts spotted a small boat carrying eight men and one woman. Since it seemed that the boat would be swamped during the night, the nine were taken on board, and found to be Portuguese fleeing their homeland for Casablanca.



HISTORY OF USS MENARD (APA 201)

World War II brought amphibious operations a long way from the time that a landing party could be sent ashore in whale boats to occupy enemy territory. Specialized vessels capable of putting ashore hundreds of heavily-armed men in a short time on a hostile beach had to be built in order to successfully wage modern war in the Pacific.

The USS MENARD (APA 201), was one of the attack transports built to meet this need. Named for counties in Illinois and Texas, she was constructed by the Kaiser Company at Vancouver, Washington under supervision of the Maritime Commission. Mrs. Clarence Gustavson christened the ship at her launching on 11 October 1944. The ship was acquired on 31 October 1944 and first went into commission at Astoria, Oregon, on 1 November 1944, when Commander J. B. Bliss, USN, took over as her first commanding officer.

After her shakedown cruise and post-shakedown availability, the transport loaded passengers and cargo at Port Hueneme, California, and sailed on her maiden voyage on 4 January 1945, bound for Pearl Harbor. Still more training exercises were waiting for her there, and she came through them all with flying colors. Then on 22 February she joined a convoy for Eniwetok and Ulithi, arriving on 9 March 1945.

On the next day she got underway for Kossol Roads and Leyte, where she made final preparations for the last big invasion of World War II, the assault on Okinawa Gunto.

Loaded with troops and cargo, the ship departed in formation for Okinawa on 27 March 1945. On D-day, 1 April, she arrived in the transport area off the western beaches of Okinawa, and immediately sent her boats to other vessels to be used in the initial assault.

While steaming on night retirement at 0043 on 2 April, the ACHERNAR, 600 yards directly astern of the MENARD, was hit by a Japanese suicide plane. Minutes later the transports opened fire at another plane with negative results.

Unloading of the MENARD did not begin until 3 April and continued until the 8th, in spite of enemy air raids in the vicinity. On the 6th an enemy fighter made a run on the ship from the starboard beam, and was taken under heavy fire, which apparently caused him to lose control, pass over the ship and crash off the port quarter. Nine casualties occurred aboard the MENARD due to anti-aircraft fire of friendly ships in the area.

The transport left the area on 9 April, arriving off Saipan on 13 April. From there she was ordered independently to Pearl Harbor, by way of Eniwetok. Following additional amphibious training, she sailed for San Francisco, California, arriving back in the United States on 18 May.

Loading general cargo and passengers, the ship got underway and steamed out beneath the Golden Gate bridge on 30 May, bound for Eniwetok once more. From Eniwetok she was ordered to Ulithi and Leyte. Returning via Eniwetok, she



HISTORY OF USS ONSLOW (AVP 48)

The Battle of Ujelang may never make the history books, but it had one distinction. As far as is known, it was the only invasion of World War II with a fire support, shore bombardment, covering group and anti-submarine and anti-aircraft screen composed of one seaplane tender, small, and one YMS.

The seaplane tender was the USS ONSLOW, and the invasion of Ujelang was only one of her exploits. At Saipan, boarding parties had to fight suicide swimmers who had captured one of the ship's big seaplanes. At Okinawa, she battled Kamikazes. And throughout four "star" operations, she furnished long range reconnaissance, air-sea rescue, anti-submarine and anti-aircraft patrols by her attached squadron of seaplanes.

The versatile little ship was built by the Lake Washington Shipyards at Houghton, Washington, where her keel was laid on 18 May 1942. Mrs. W. W. Fitts, wife of Lieutenant Commander Fitts, USN, the executive officer of the USS GILLIS, (AVD 12), did the honors at the vessel's launching on 20 September 1942. The ONSLOW was first placed in commission on 2 December 1943, when Commander Alden D. Schwartz, USN, assumed command.

The seaplane tender was named in accordance with naval custom for a bay on the coast of North Carolina.

After outfitting and provisioning, the ONSLOW and her crew underwent intensive training and shakedown exercises. These included seaplane gassing, buoy laying, and operational shakedown. On 17 March 1944 she reported ready for duty and two days later was underway for Pearl Harbor and the forward areas. She saw very little of Hawaii, however, for she was there for only one day before leaving for Majuro.

After a short time spent tending planes of VP 34, the ship proceeded to Kwajalein on 13 April 1944 for duty in Task Group 57.3, tending planes of VP 13.

Although most of the Marshalls had been captured by now, there remained several small atolls which still harbored enemy forces. Therefore, on 20 April the ONSLOW was assigned to the task of cleaning up Ujelang, westernmost of the Marshalls. Taking aboard 160 officers and men of the 111th Infantry, U.S. Army, the ship rendezvoused with the YMS 91 off Ujelang at 1400 on 21 April.

After reconnaissance, the ship anchored off the island to await daylight, and at dawn she landed the troops without encountering resistance. Light opposition was encountered in the center of the island, and 18 Japanese were exterminated without casualties to the Americans. On the next day the American flag was ceremoniously raised over the island.

No invasion would be complete without an air raid and the Japanese complied by sending over a twin engined "Betty", which was driven off by the hail of fire put up by the three 5 inch guns of the force. The ONSLOW returned to Kwajalein on the 25th, unloaded her assault troops and equipment and resumed tending her planes.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS NEUNZER (DE 150)

Designed to take the place of fleet destroyers on convoy duty, the destroyer escorts proved their worth in long miles of steaming on escort and anti-submarine duties. Their efforts played a major role in defeating German submarine depredations at a time when the U-boats were threatening to cut Allied supply lines.

The USS NEUNZER, (DE 150), was built at the Consolidated Steel Corporation Shipyards at Orange, Texas. Her keel was laid there on 29 January 1943 and she was launched with the traditional bottle of champagne on 1 June 1943. Mrs. Ruby Iris Neunzer, widow of the man for whom the ship was named, christened the vessel, which was placed in commission on 27 September 1943. Lieutenant John E. Greenbacker, USN, was her first commanding officer.

The ship was named in honor of Machinist Weimar Edmund Neunzer, USN, who was posthumously awarded the Air Medal for service while acting as the Second Pilot of a patrol plane in action against the Japanese during the Aloutian Island campaign. Neunzer was killed by anti-aircraft fire on 21 July 1942 while serving with Patrol Squadron 43.

After commissioning, the NEUNZER moved to Galveston, Texas, and then to New Orleans, Louisiana, for fitting out. During October and November 1943 she went through an intensive shakedown cruise off Bermuda to organize her green crew into a well-drilled, smooth-functioning team.

Upon completion of her shakedown cruise, she spent five days in the Charleston, South Carolina, Navy Yard, and then proceeded to Quonset Point, Rhode Island. Here for four weeks during November and December, 1943, she operated with an Atlantic Fleet research group, developing new equipment for anti-submarine warfare.

Leaving Rhode Island in the latter part of the month, the NEUNZER spent Christmas in the Boston Navy Yard. She then escorted a group of troop transports from Boston to join a large convoy bound for England from New York. After the transports had joined the main body of the convoy, the destroyer escort proceeded to Norfolk, Virginia, joining Task Force 62 on 1 January 1944. With this group she escorted a large convoy to the Mediterranean, spending eight days at Gibraltar before sailing for home.

She received an unusual assignment for her homeward bound convoy, being detailed to shepherd five Italian submarines who were proceeding to Bermuda for training purposes. During this trip the NEUNZER carried out an operation which is believed to be unique for a destroyer escort. She refueled two Italian subs at sea, pumping 12,000 gallons of fuel through a fire plug and 200 feet of fire hose to the submarine, who maintained station close astern.



HISTORY OF USS OSMOND INGRAM (AVD 9) (EX DD 255 EX APD 35)

When the Japanese hit Pearl Harbor, 7 December 1941 our navy had to employ our "lowerage" destroyers in theaters all over the world until new construction could meet the needs of the fleet. The OSMOND INGRAM was one of those employed on routine but vital convoy duty, and hunter killer operations in the Atlantic and the invasion of Southern France as an APD. She also operated in the Pacific at Okinawa.

The USS OSMOND INGRAM (DD 255), named for the first enlisted man killed during World War I, was authorized by Act of Congress, 4 March 1917, Contract for construction was signed with the Bethlehem Shipbuilding Company, Quincy, Massachusetts on 6 December 1917. The keel was laid 15 October 1918, and the ship launched 23 February 1919.

Mrs. N. E. (Betty) Ingram, christened the ship in honor of her son, Osmond Ingram. He was born in Pratt City, Alabama on 4 August 1887 and entered the Navy on 24 November 1903. He had been rated first class gunnersmate and was killed on 16 October 1917 when the USS CASSIN was torpedoed in European waters. Ingram saw a torpedo coming from a German submarine toward the stern of the CASSIN and realized that if the torpedo struck that part of the vessel, where certain high explosives were placed, the ship would be blown up. Instead of saving himself, he deliberately went aft to throw the explosives overboard before the torpedo struck. While doing this he was blown overboard and his body not recovered. He sacrificed his life to save his ship and the lives of the officers and men on board.

The OSMOND INGRAM (DD 255) was commissioned at Boston on 28 June 1919 under command of Lieutenant Commander M. B. DeMott. She operated in the Atlantic in Destroyer Division 28 for several years under various commanding officers.

On 24 June 1922, the ship was decommissioned at Navy Yard, Philadelphia, Pennsylvania, after a short tour of duty along the Atlantic Seaboard. After eighteen years in "red lead row" the ship was converted and recommissioned, 22 November 1940, at the Philadelphia Navy Yard, as a destroyer type seaplane tender, (AVD 9), under command of Lieutenant Commander P. H. Lyon. Her home port was changed to San Juan, Puerto Rico on 15 January 1941.

The period from January to December 1941 was spent tending PBV's in a Caribbean area bounded by San Juan, Trinidad, and Antigua. The officers and men participated in the commissioning of the Naval Air Station at Trinidad, and it is notable that they effected the rescue of PBV survivors off St. Eustatius Island during this period. Lieutenant Commander P. C. Treadwell assumed command on 31 October 1941.

From January to June 1942 the ship tended planes in the Panama Canal Zone, Pacific side. Supplying itself at Talara, Peru, the INGRAM fueled PBV's at Solinas, Ecuador and the Galapagos Islands pending completion of Naval Air Stations in those areas. In June 1942, another conversion took place, and the

HISTORY OF USS PANAMINT (AGC 13)

X-E 182

U5



19

#110

Amphibious force flagships were seldom the stars of the show, but though unheralded, they were far from insignificant. As nerve centers of invasion forces, the orders which cracked from their bridges often meant the difference between the success or failure of the entire operation. The USS PANAMINT was such a ship. She made her debut into the Pacific in time for the Okinawa operation, as flagship of Rear Admiral L. F. Reifsnider, USN, Commander Amphibious Group Four. Following the capitulation of Japan, her decks were the scene of the formal occupation ceremony for Ominato, northern Honshu, Japan.

On 9 November 1943 at the North Carolina Shipbuilding Company, Wilmington, North Carolina, she was launched as the SS NORTHERN LIGHT. She was acquired by the Navy on 29 February 1944, and converted to an AGC at the Todd-Hoboken Yard, Hoboken, New Jersey. She was renamed the USS PANAMINT for a mountain range in California. On 14 October of that year, her commission pennant was hoisted and the command turned over to Captain E. E. Woods, USN.

Following a brief yard availability and shakedown cruise, the PANAMINT got underway for the Pacific, via Panama, on 22 November 1944. At Mare Island, California, Rear Admiral L. F. Reifsnider, USN, Commander Amphibious Group Four came aboard. After further repairs and training, the ship sailed for Pearl Harbor on 4 January 1945.

At Pearl Harbor Rear Admiral Reifsnider went ashore on the 17th, while the PANAMINT engaged in anti-aircraft exercises, ship handling maneuvers, general drills, surprise gun drills, calibration of radar, streaming paravanes, releasing life rafts, making smoke, and fueling. Rear Admiral Reifsnider returned to the ship on the 25th and she sailed to Guadalcanal. Here, daily drills were conducted until February 20th. On the 21st and 2nd ammunition was loaded and Major Roy S. Geiger, Commanding General of the Third Amphibious Corps, and his staff came aboard.

On 1 March the PANAMINT sailed for Cape Esperance, Guadalcanal in company with Transport Group ABLE to stage for the forthcoming Okinawa invasion. The group proceeded to Ulithi on the 15th, and on the 27th sailed for Okinawa.

The island of Okinawa is about 65 miles long, and is roughly divided into almost equal northern and southern parts. The PANAMINT was part of the Northern Attack Force, whose area was generally rugged, mountainous, wooded and undeveloped. At 0430 on 1 April the transports took station in approach formation. By 0502 the PANAMINT was lying to in the transport area off Hagushi Beaches between Transport Groups Able and Baker as Rear Admiral Reifsnider prepared to direct the Northern Attack Force in its landing operation. At 0800 the first assault wave passed the line of departure and landed forty minutes later. By 0930 all the assault battallions were ashore. Only sporadic opposition was encountered, and progress was so rapid that by 22 April all organized resistance in the northern two thirds of the island had ceased.



HISTORY OF USS PERKINS (DDR 877)

Third in a line of distinguished fighting ships, the radar picket destroyer USS PERKINS was named for Commodore George H. Perkins, USN.

The first USS PERKINS was the DD 26, launched in 1910. After participation in the first World War on convoy duty and anti-submarine duty, the ship was sold on 28 June 1935. The second USS PERKINS (DD 377), launched on 31 December 1935, was lost in the South Pacific on 29 November 1943 when she collided with the Australian troopship DUNTROON.

The USS PERKINS (DDR 877), was built by the Consolidated Steel Corporation, Orange, Texas. Her keel was laid on 19 June 1944 and she was launched on 7 December 1944. Mrs. Larz Anderson, a daughter of the late Commodore Perkins, acted as sponsor for all three vessels. The DDR 877 was first placed in commission on 5 April 1945 under the command of Commander T. M. Fleck, USN.

Commodore George H. Perkins, USN, born at Hopkinton, New Hampshire, in 1835, entered the Navy as a midshipman in 1851 and died in Boston, Massachusetts, in 1899. He participated in the actions at Fort Jackson and St. Philip on 24 April 1862 and the capture of the GOVERNOR MOORE and three ships of the Montgomery Flotilla and the surrender of New Orleans. During July 1862, PERKINS was engaged in skirmishes on the Mississippi River and at Port Hudson and Whitehall River. He was present at the capture of the MARY SORLEY and the TENNESSEE on 5 August 1864, the Battle of Mobile Bay, Fort Powell, Fort Gaines and Fort Morgan. As commander of the CHICKASAW, he compelled the surrender of the TENNESSEE. Farragut referred to him as "The bravest man that ever trod the deck of a ship."

After her fitting out for sea, the new destroyer got underway for shake-down cruise at Guantanamo Bay, Cuba. She left there on 20 May 1945 for the Norfolk Navy Yard to complete her conversion to a radar picket ship, and on the 10th of July was back off Cuba for a refresher shakedown.

Leaving on 25 July, she escorted the BOXER through the Panama Canal and to San Diego, proceeding from there to Pearl Harbor independently. While the ship was at the Hawaiian base the Japanese surrendered to bring World War II to a close.

The PERKINS' services were still necessary for occupation duty, however, and she got underway on 20 August for Iwo Jima via Eniwetok. Taking aboard light freight, mail and passengers for the THIRD Fleet, she left for Tokyo Bay, arriving on 2 September, the day on which the formal surrender document was signed there aboard the USS MISSOURI.

The PERKINS remained on active duty with the Pacific Fleet earning the Navy Occupation Service Medal, Asia, for the following periods: 2 September 1945 -- 25 March 1946, 21-24 September 1947, 23 July - 1 August 1947, 17-23 April 1949, 26 May - 18 June 1949, and 3-11 August 1949.



HISTORY OF USS PRESIDENT MONROE (AP 104)

The sleek new liner had just cleared San Francisco Bay and pointed her bow toward the open sea. There was an air of gaiety surrounding her, for she was starting on her maiden voyage, a round-the-world cruise. As the startling message, "Pearl Harbor has been attacked" flashed across the nation, the vessel was ordered to return to port, and did not complete her maiden cruise until the end of the war. The date was 7 December 1941.

With construction starting in 1940, she was originally built for the American President Lines by the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, and was given the name SS PRESIDENT MONROE, honoring this nation's fifth president. Acquired by the Navy on 15 July 1943, and though not sufficiently converted, was placed in commission on 20 August 1943, retaining the same name.

Under the command of Captain G. C. Morrison, USN, her first commanding officer she left Portland, Oregon on 24 August for the Bremerton Navy Yard for further conversion, trial runs and the Aleutian Service.

On 9 September, the first "pay" run began. Carrying replacement troops and cargo, the first stop was Kodiak, then Dutch Harbor and Adak, Alaska. Here rotation personnel were embarked for return to the states and on 21 September she returned to Dutch Harbor and then on to Kiska to pick up assault troops there. These troops were transported to Pearl Harbor and upon their disembarkation the PRESIDENT MONROE returned to San Francisco to be fitted out for landing craft.

Departing the West Coast on 3 November the transport joined the FIFTH Amphibious Forces at Pearl Harbor and prepared for the first move of the Central Drive -- the Gilbert Islands. The first objective was Abemama Atoll, southernmost of the three Gilbert Islands seized. When cargo and personnel had been unloaded she proceeded to Tarawa, took on troops and equipment and departed for Pearl Harbor in company with the USS TENNESSEE and PRESIDENT POLK.

The PRESIDENT MONROE remained at Pearl Harbor until 23 January 1944 at which time she got underway for Kwajalein Atoll carrying a contingent of U.S. Marines. Several days after arriving at Kwajalein she again got underway, carrying assault troops to Eniwetok and participated in the successful landings on Engebi, Eniwetok and Parry Islands until 25 February and then returned to Roi-Namur, Kwajalein Atoll. Four days later departure was taken for Funa Futi, Ellice Islands for onward routing to Guadalcanal for duty under the cognizance of the Commander, South Pacific Forces.

Following a cruise to Milne Bay, Manus Island and New Caledonia, the transport engaged in logistics and practice landings in preparation for the oncoming assault on Guam. However, plans were changed and the operations against Guam was temporarily postponed and the PRESIDENT MONROE returned to Eniwetok with other units of Task Force 53.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS SEA DOG (SS 401)

Ranging from the Nansei Shoto to the "Emperor's Private Ocean", the USS SEA DOG fired her torpedoes into the sides of Japanese marus for an official total of 21,469 tons sunk.

Her keel was laid on 1 November 1943 in the Navy Yard, Portsmouth, New Hampshire. At the launching on 28 March 1944, she was christened by Mrs. Vernon L. Lowrance, wife of the ship's first commanding officer. In accordance with Naval tradition the new submarine was named for a fish of the shark family, known scientifically as Tautoga Onitis. The Sea Dog is of considerable commercial importance along the Atlantic coast of the United States, reaching a maximum size of about three feet and a weight of twenty-one pounds.

On the morning of 3 June 1944 the commission pennant was hoisted, and the USS SEA DOG became a bona fide member of the U.S. Submarine Force under the command of Commander Vernon L. Lowrance, USN. Manned by a picked crew of 8 officers and 74 enlisted men, the 1525 tons of potential destruction nosed out of the harbor for her shakedown training in the waters off the coast of New England. On 24 July she was declared "ready for sea", and at 1700 stood out of the channel at New London, Connecticut for the long voyage through the Panama Canal to the battle areas of the Pacific.

After a four day stay at Balboa, the SEA DOG departed the Canal Zone on 6 August enroute to Pearl Harbor. On the 22nd she rendezvoused with the ICEFISH and PC 575, passed through Kaiwi Channel and proceeded to the Submarine Base, Pearl Harbor, for voyage repairs.

On 13 September 1944 the submarine cast off her lines and stood past the entrance buoys at Pearl Harbor on her maiden war patrol. After topping off at Midway she proceeded to her patrol area along the Nansei Shoto in the East China Sea. On 10 October she took station to the west of Okinawa for the first carrier strike on the Ryukyus. No contacts were made as she patrolled off the entrance to the harbor of Naha, and about noon Commander Lowrance took the SEA DOG northward. Shortly afterwards, lookouts sighted a trawler headed for Okinawa, loaded with oil drums. She closed the target with guns blazing. Suddenly five Japanese planes dived out of the sun, making strafing runs on the submarine. Leaving the trawler burning briskly, the SEA DOG crash dived, and was fifty feet under by the time the last five men came down the ladder.

On 20 October General MacArthur's forces went ashore on Leyte against light opposition. But naval action was impending. To the north the Japanese Fleet rendezvoused to launch its "Sho-Go" project, which led to the historic Battle of Leyte Gulf. While patrolling below Kyushu on the 22nd, the SEA DOG sighted an eleven ship convoy heading southeast. In the submerged attack on two overlapping targets three timed hits were scored, followed by heavy breaking-up noises. Sunk were the 4,500 ton supply ship, MUROTO, and the 2,933 ton gunboat, TOMITSU MARU. Following the attack the SEA DOG went deep for her initiation to depth charging. For three hours she evasively maneuvered amid the rumble of the 109 charges dropped.



HISTORY OF USS REPUBLIC (AP 33)

The troop transport USS REPUBLIC was built by Harland and Wolff, Limited, Belfast, Ireland in 1907. For several years she operated as a German ship in the North Atlantic trade as the PRESIDENT GRANT. In 1914 she was interned at Hoboken; later seized; converted to a troopship, and operated by the Navy until October 1917, at which time she was transferred to the Army. During World War I she made twenty cruises, carrying troops and supplies. From January to November 1920 she made two trips to repatriate Czechoslovakian troops from Siberia to Trieste. After a trip to France she was delivered to the U.S. Shipping Board in March 1921. Until 1924 the ship lay at Norfolk, then was rehabilitated for North Atlantic service under the U.S. Lines. In 1931 she became a War Department troopship.

After alteration the ship made three trips to San Francisco, Hawaii, and Manila, with two visits to China and one stop in Japan. In 1932 far eastern ports were excluded and the REPUBLIC continued her regular New York - Honolulu run until June 1941.

In July of that year the REPUBLIC was turned over to the Navy. After a run from New York to Iceland, she sailed to San Francisco. In November she departed for the Southwest Pacific. During the period December 1941 and February 1942 her ports of call included Fiji, Brisbane, and Sydney. Between March 1942 and November 1942 the REPUBLIC operated on the San Francisco - Honolulu run, completing a total of seven voyages. On 8 May 1942 Captain E. R. Johnson, USN relieved Captain G. W. Clark as commanding officer of the REPUBLIC.

For the next two years, 1943 and 1944, the REPUBLIC operated out of San Francisco transporting troops and supplies to Honolulu and the Southwest Pacific. Visited ports included Fiji, Samoa, Noumea, Guadalcanal, Sydney, Funafuti, Hollandia, and others. During this period Captain Johnson was relieved by Commander M. T. Kinne, USNR on 20 July 1943, and Commander Frank E. Vensol, USN relieved Captain Kinne on 30 March 1944.

The REPUBLIC returned to the United States in early 1945 and on 27 January was decommissioned and returned to the Army at New Orleans, Louisiana. She was converted to a hospital ship by Waterman Steamship Company at Mobile, Alabama between January and August 1945. She sailed from New Orleans in September and arrived at Los Angeles in October for major repairs before sailing for Honolulu. Enroute to Manila in February in 1946 she was decommissioned as a hospital ship and returned to San Francisco in late March 1946 with troops from Tacloban and Leyte. She later was used to return war brides.

STATISTICS

OVERALL LENGTH:	616 feet	DISPLACEMENT:	20,110 tons
DEAM:	68 feet	COMPLEMENT:	11 officers:
SPEED:	13 knots		238 men

Compiled: 19 May 1954



HISTORY OF USS ROWAN (DD 405)

Third in line of distinguished fighting ships named in honor of the late Vice Admiral Stephen C. Rowan, USN, the USS ROWAN, (DD 405), participated in convoy runs across the North Atlantic and to Russia, the invasion of North Africa, Sicily and Italy, and in several anti-submarine engagements before being sunk by German torpedo boats. Soon after she went down a fourth USS ROWAN (DD 782), was launched to carry on her name.

The first ship to bear the name of Vice Admiral Rowan was Torpedo Boat #8, launched on 8 April 1898 by the Moran Brothers yards at Seattle, Washington. She was stricken from the Navy List in 1912 and subsequently used as a target until she was sold in 1918. Mrs. Edward Moale, Jr., wife of Lieutenant Edward Moale, USN, christened the ship.

The second USS ROWAN (DD 64), was christened by Miss Louise Ayres, a great-niece of Vice Admiral Rowan's, at the launching on 23 March 1916. Built by the Fore River Shipbuilding Company, Quincy, Massachusetts, the ROWAN was one of the American destroyers stationed at Queenstown, Ireland, on anti-submarine duty during World War I. She was stricken from the Navy List in 1936 in accordance with the London Naval treaty.

The USS ROWAN (DD 405), was built by the Navy Yard, Norfolk, Virginia. Her keel was laid there on 25 June 1937, and was launched on 5 May 1938 being christened by Mrs. William W. Wilbourne, a great-granddaughter of the ship's namesake. The DD 405 was placed in commission on 23 September 1939.

These ships were named in memory of Vice Admiral Stephen C. Rowan, USN, who was born in Ireland in 1805. He was appointed midshipman in the United States Navy in 1826, and took an active part in the War with Mexico and the acquisition of California. In 1861 he was in command of the USS PAWNEE, taking part in the capture of Confederate forts at Hatteras Inlet. Two years later Rowan performed outstanding services in command of a flotilla in the sounds of North Carolina and in the joint attack by the Army and Navy on Roanoke Island. For these achievements he was promoted to the rank of commodore. He commanded naval forces at the fall of Newbern, North Carolina, participated in the battles of Forts Wagner, Gregg and Moultrie, and commanded the NEW IRONSIDES off Charleston, South Carolina. In 1870 he was made Vice Admiral in recognition of his distinguished service. After further service afloat and ashore, Vice Admiral Rowan died in Washington, D.C. in 1890 and was buried in Oak Hill Cemetery, Georgetown.

On 1 December 1941 the USS ROWAN, Lieutenant Commander B. R. Harrison, USN, commanding, was steaming in company with Task Groups 14.1 and 14.2, escorting the USS MT. VERNON, WAKEFIELD, WEST POINT, DICKMAN, ORIZABA and LEONARD WOOD, loaded with British troops, to Capetown, South Africa. In the screen was the VINCENNES and the QUINCY with two divisions of destroyers. The group arrived at Capetown on 9 December 1941 and the voyage, begun in peace, was now completed in war.



HISTORY OF USS SCHLEY (DD 103) (EX APD 14)

#116

After twenty-five years of service as a destroyer, the old four-stacker USS SCHLEY was converted to a high speed transport and went on to win eleven battle stars during World War II for action from Pearl Harbor to Okinawa.

Her story began during World War I, when a contract was let to the Union Iron Works of San Francisco, California. Her keel was laid there on 29 October 1917 and she came off the building ways on 28 March 1918. Her sponsor was Miss Eleanor Martin, daughter of Walter S. Martin, a prominent citizen of San Francisco. The ship was first placed in commission on 20 September 1918, and was scheduled to be over sea in 1934.

Rear Admiral Winfield Scott Schley, USN, for whom the ship was named, was born in Frederick, Maryland, in 1839. Appointed midshipman in 1856, he was serving on board the "NIAGARA, 1860-61. In 1862, under Admiral Farragut, he took part in the various engagements on the Mississippi River and was particularly mentioned for gallantry at the capture of Port Hudson. In 1865 Schley landed with U.S. forces at LaUnion, San Salvador, to protect American interests. Serving on the Asiatic Station from 1869 to 1872, he took part in the capture of Korean forts on the Salae River. Later, in 1884, he commanded the expedition which rescued General Greely and survivors on his part near Cape Sabine, Grinnel Land, and returned them to the United States. Schley was personally thanked by President Arthur for this service.

During the War with Spain he commanded the Flying Squadron with the BROOKLYN as flagship until 1 June 1898, when he took command of the second squadron of the North Atlantic Fleet which took a prominent part in the destruction of the Spanish fleet on 3 July 1898. From 1899 to 1901 Schley commanded the South Atlantic Squadron. He died in 1911.

The USS SCHLEY spent a great deal of her time between wars in reserve, in reduced commission, and out of commission. With the threat of World War II growing more ominous by the hour, she was hauled out of mothballs and placed back in commission on 3 October 1940 and assigned to the Pacific Fleet. When the Japanese attacked at Pearl Harbor, the Schley was one of the destroyers undergoing a routine overhaul. Lieutenant Commander John B. Taylor, USN, was in command of the ship.

The SCHLEY was moored in a nest in the Southeast Loch, along with the CUMMINGS, PREBLE, TRACY, FRUITT, SICARD and GREBE when the Japanese struck that Sunday morning. Ships of the nest were all handicapped in fighting back, since many of them had all their guns dismantled. However, many of them furnished repair parties for the other ships in the harbor who were damaged more severely.

Her crew immediately began working round the clock to get the ship ready for sea. She then took up patrol station out of Pearl Harbor, assigned to the Hawaiian Sea Frontier for the next year. Lieutenant Commander Taylor was relieved of command by Lieutenant Commander Horace Myers, USN, in November 1942 and in the next month the ship sailed for Seattle, Washington, via San Francisco to be converted to a high speed transport.

Division of Naval History
Ships' Histories Section
Navy Department



X-E 182

115

117

HISTORY OF USS SIMPSON (AG 97) (Ex DD 221)

Although commissioned to late to participate in World War I, the destroyer SIMPSON remained on active duty and served her country in World War II.

This veteran destroyer was built by William Cramp and Sons of Philadelphia, Pennsylvania. Her keel was laid on 9 October 1919 and she was launched on 28 April 1920. Commissioned on 3 November 1920, she served with various units of the United States Fleet until the beginning of World War II.

The destroyer was named in honor of Rear Admiral Edward Simpson, USN, born in New York City, 3 March 1824 and died in Washington, D. C., 1 December 1888. Appointed as a midshipman in February 1840, he served on the battleship INDEPENDENCE and later on the CONGRESS. In the War with Mexico (1845) he was attached to the VIXEN and took part in the attacks on the forts of Alvarado, Tabasco and Tuxpan; the VIXEN covered the landing of our Army at the siege of Vera Cruz and took part with the mosquito fleet in the bombardment of that city. While serving as a lieutenant on the PORTSMOUTH (1856-57) on the East India Station he took part in the bombardment of the barrier forts on the Canton River, China. During the Civil War he commanded the monitor PASSIAC (1863-64) in the attacks on Forts Wagner, Sumter, Moultrie and Battery Bee in Charleston Harbor. As Fleet Captain in the West Blockading Squadron (1865) he participated in the operations against Mobile until the city capitulated. He was sent on a special mission to Europe and later was in charge of the torpedo station, Newport, R.I. and Comd't. at the Naval Station, Newport, R.I. He was considered an authority on naval ordnance and wrote several books on that subject. He was President of the Naval Academy Graduates Association from its organization until his death.

At the outbreak of World War II the USS SIMPSON (DD 221), under the command of Lieutenant Commander F. D. McCorkle, USN, was operating with Destroyer Squadron 31 in the U.S. Atlantic Fleet. Upon completion of an overhaul period and with brief stops at Newport, Rhode Island and Casco Bay, Maine she steamed to Argentina, Newfoundland. From here she escorted a forty ship convoy to Iceland in company with Destroyer Division 51.

On 10 January 1942 the destroyer departed Reykjavick, escorting a convoy returning to Argentina, and then continued on to Boston, Massachusetts. For the next three and one half months she was engaged in escorting convoys to Argentina, Newfoundland and Irish ports, protecting the cargo ships against the submarine wolf packs that were operating in the Atlantic.

While at the Boston Navy Yard on 30 April 1942, Lieutenant Commander McCorkle was relieved as commanding officer by Lieutenant Commander E. J. Burke, USN. Following change of command ceremonies she proceeded to the Brooklyn Navy Yard and thence to the Naval Operating Base at Norfolk, Virginia, arriving there on 12 May. Norfolk was to be the center of operations for the SIMPSON until August 1942. During this period she made several trips to Key West, Florida escorting merchant convoys enroute. On 10 August she departed Norfolk and steamed to Station Island, New York.

Division of Naval History
Ships' Histories Section
Navy Department

X-E 182
U5



to #118

HISTORY OF USS STANSBURY (AG 107) EX DMS 8) (EX DD 180)

The story of the USS STANSBURY goes back 34 years before Pearl Harbor, when she was authorized by Congress on 4 March 1917. The contract was awarded to Union Iron Works, San Francisco, California, where her keel was laid on 9 December 1918. By 16 May 1919 she was ready for launching, and was christened USS STANSBURY (DD 180) by Miss Mary Eleanor Trevorrow, daughter of Lieutenant William J. Trevorrow, USN, (Ret). Assistant Inspector of Machinery at the Union Iron Works.

Lieutenant John Stansbury, USN, for whom the ship was named, was born in Baltimore, Maryland. He served as midshipman with Decatur in the capture of the MACEDONIAN by the UNITED STATES on 25 October 1812; and as a Lieutenant on board the TICONDEROGA at the battle of Lake Champlain. He was killed during this latter action on 11 September 1814.

The ship was first placed in commission on 8 January 1920. Two years later she was decommissioned and placed in reserve status.

The commission pennant was again hoisted on 9 August 1940 at the U.S. Naval Destroyer Base, San Diego, California. On 28 August, Lieutenant Commander Robert M. McFarlane, USN, assumed command. In September she was partially converted to a destroyer minesweeper, at the Navy Yard, Mare Island, California. After reporting to Commander in Chief, U.S. Atlantic Fleet for duty in October, she proceeded to Norfolk, Virginia where the conversion was completed. Emerging as DMS 8 in November 1940, the STANSBURY spent the following year conducting practice minesweeping exercises, convoying and escorting, and participating in maneuvers with the Atlantic Fleet in the Caribbean Area. At the time of the Japanese attack on Pearl Harbor on 7 December 1941, she was moored alongside the ALCOR at Norfolk, Virginia. On 19 December 1941, Lieutenant Commander Joseph B. Maher relieved Lieutenant Commander McFarlane.

Until October 1942 the STANSBURY operated under Commander Service Force, U.S. Atlantic Fleet, principally in convoy duty along the Atlantic Coast. While escorting the SS CITY OF BIRMINGHAM from Norfolk to Bermuda on 30 June, 1942 the escorted ship received two torpedo hits from a German U-boat. After dropping several depth charge patterns without results, the STANSBURY began picking up survivors in a very rough sea. On 1 July she steamed into Bermuda with 390 sick and wounded survivors.

On 24 October 1942 the STANSBURY stood out from Norfolk to rendezvous with Task Force 34 for the initial invasion of French Morocco at Casablanca and Fedala. The force arrived on 7 November after an uneventful crossing. After an exploratory sweep of the area before the landings, the STANSBURY joined the screen patrolling the transport areas off both Fedala and Casablanca. Up to the evening of 11 November, the American forces had enjoyed almost uninterrupted good fortune. But at about 2000 on that date the WINOOSKI, JOSEPH HEWES, and HAMBLETON were torpedoed in quick succession, just outside Casablanca harbor. The night of the 12th brought three more sinkings. About sunset the HUGH L. SCOTT, EDWARD RUTLEDGE and TASKER H. BLISS were torpedoed. The last torpedo



Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS STOCKTON (DD 646)

Air guns hammered away noisily, rivet guns chattered and shadows danced by the blue flames of the electric welding torches. Midst the noise and tumult an overhead crane slowly lowered the keel of a new destroyer into place and a warship which was soon to join our rapidly expanding fleet was born. The date was 24 July 1942.

Built by the Kearny Shipbuilding and Dry Dock Company of Kearny, New Jersey, the USS STOCKTON (DD 646) was launched 11 November 1942, sponsored by Mrs. Horace K. Corbin, a great granddaughter of the ship's namesake.

Third ship to bear this name, the destroyer was named for Commodore Robert Field Stockton, USN. Commodore Stockton, born 20 August 1795, in Princeton, New Jersey, was appointed a midshipman in 1811. During 1812 - 1814, he served aboard the USS PRESIDENT and aboard the USS GUERRIERE in the defense of Baltimore, and later he sailed the West Indies in the suppression of piracy. In the period 1846 - 47, in command of the Pacific Squadron and the USS CONGRESS, he served both ashore and afloat in the conquest of California during the Mexican War and the establishment of a provincial government. In 1845 he made a cruise to Galveston and returned with Resolutions of the Congress of Texas, accepting annexation by the United States. As a United States Senator from New Jersey in 1851, he urged adequate coast defense for this country, and also introduced a bill abolishing flogging in the U.S. Navy. He died at Princeton, New Jersey, on 7 October 1866.

The first ship to bear the name STOCKTON was a torpedo boat which was launched in 1899 and was later stricken from the Navy List in 1913. The second vessel to bear the name was a torpedo boat destroyer, launched in 1917, transferred to Great Britain in 1940, and renamed HMS LUDLOW.

For two months subsequent to her commissioning (11 January 1943) the third STOCKTON (DD 646) was engaged in being outfitted at the Navy Yard, New York, in conducting trial runs and calibration exercises and under the cognizance of Commander Destroyer Forces, U.S. Atlantic Fleet, in a shakedown cruise at Casco Bay, Maine. The most memorable occurrence of this early period was the rescue, after several hours search, of the four man crew of Coast Guard Life Boat 4831 which had been lost and fog bound for four days. On 15 March, having completed her initial period of training and a post-shakedown overhaul at the New York Navy Yard, she was ready for sea and reported for duty to the Commander-in-Chief of the U.S. Atlantic Fleet. Between that date and 28 May she was engaged in a variety of escort missions between New York, Bermuda and Norfolk.

On 25 May 1943 the STOCKTON was assigned to duty with Task Force 69, composed of eleven escort vessels, whose mission was to escort convoy UGS 9 from New York to North African ports. The convoy sailed from New York on 28 May. This was the first of four convoy-escort operations to the North Africa and Mediterranean areas in which the STOCKTON was to be engaged and which were to keep her occupied until her transfer to duty in the Pacific during the latter part



HISTORY OF USS STODDARD (DD 566)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The STODDARD (DD 566) was in that outer ring of steel from August 1944 to August 1945. However, she also saw service in the sweeps against the cold Kuriles and on the rugged picket stations off Okinawa.

The USS STODDARD (DD 566) was built by the Todd Pacific Shipyards, Inc., Tacoma Division, Seattle, Washington. When she was launched on 19 November 1943, Mrs. Mildred Gould Holcomb, wife of C-pain Harold R. Holcomb acted as sponsor.

The ship was named for James Stoddard seaman aboard the USS MARMORA during the Civil War. He was born at Port Robinson in Western Canada in 1838 and enlisted at Detroit, Michigan on 21 September 1863. During the confederate attack on Yazoo City, Mississippi on 5 March 1864 Stoddard was sent ashore with others and one of the ships broadside guns, a 12 pounder howitzer to drive the enemy from the streets and houses to the hills. In the ensuing action they defended their gun against superior forces including hand to hand fighting. Until this gun had been landed our land force had been steadily driven back on the river. The guns of the MARMORA drove the enemy from the hills. Although Stoddard was shot through the neck he later recovered and was promoted to Acting Master's Mate for his part in that gallant action.

The USS STODDARD was commissioned on 15 April 1944 under command of Commander Horace Meyers. After a shakedown cruise and following availability out of San Diego and Seattle, she escorted a convoy from 16-29 July terminating at Pearl Harbor. After a brief availability there she sailed for Adak, Alaska, arriving on 8 August 1944 to operate with the rest of Destroyer Squadron 57 and the cruisers RICHMOND, CONCORD and TRENTON. The mission of this Task Force 94 was to harass enemy outposts in the Kuriles. Over 600 miles west of Attu the Task Force made several sorties, all without air cover and generally in bad weather.

On 14 August they made an offensive sweep toward the Kuriles with the intent to bombard installations in Matsua but were forced to turn back because of the weather. Similar conditions forced retirement of the force, now Task Force 92 which had sailed on 26 August. The seas abated and the force sailed for Adak on 6 November but returned to Attu because of the weather until the 18th. On the evening of 21 November the destroyers and cruisers bombarded the island. Heavy damage was observed on the airfields and installations of Matsua. To. Heavy seas lashed by gale force winds slowed retirement speed to 9 knots but fortunately the same weather grounded enemy planes and the damaged ships all reached Attu safely on 25 November. When the force sailed for Adak on the 29th the STODDARD was detached with the rest of Destroyer Division 113 and proceeded to Dutch Harbor arriving on 1 December. After repairs were completed at the submarine base there the division stood out to sea again on 13 December and

X-E 1821

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS STRINGHAM (DD 83) (EX APD 6)

One of the newest ships in World War I, the USS STRINGHAM outlasted most of her fleet mates to become the third oldest destroyer on active duty with the U.S. Fleet during World War II. To show that the years hung lightly on her shoulders, the ship earned nine battle stars and a Navy Unit Citation during the struggle in the Pacific.

Second ship of the same name, she was built by the Bethlehem Shipbuilding Company, Quincy, Massachusetts. Her keel was laid there on 19 September 1917 and she was launched on 30 March 1918. Mrs. Edward B. Hill, wife of the Treasurer of the Fore River Shipbuilding Corporation, served as her sponsor. The ship was first placed in commission on 2 July 1918, with Commander N. E. Nichols as her first captain.

The ship perpetuated the name of the torpedo boat # 19, a 340-ton ship launched 10 June 1899 at the yard of Harlan & Hollingsworth, Wilmington, Delaware. Miss Edwina Stringham Creighton, daughter of Rear Admiral J. Blakely Creighton and treat-granddaughter of Rear Admiral Stringham, acted as sponsor. The vessel was stricken from the Navy List on 26 November 1913.

Both ships were named in honor of Rear Admiral Silas Horton Stringham, who was born in Middletown, Connecticut, in 1797. Stringham served during the war of 1812 on board the USS PRESIDENT, taking part in engagements with the British ships LITTLE BELT and BELVIDERE. Attached to the SPARK, he took part in operations against Algiers and the capture of Algerian vessels. While attached to the HORNET, he participated in the capture of the pirate schooner MOSCOW in the West Indies. During the War with Mexico he commanded the USS OHIO and took part in the attack on Vera Cruz. During the Civil War he was in command of the Atlantic squadron. Commissioned Rear Admiral on 16 July 1862, he died in Brooklyn, New York, on 7 February 1876.

During World Ear I the STRINGHAM (DD 83) was assigned escort and anti-submarine duty. For her actions in saving the Brazilian steamer UBERABA by driving off the U-140 on 10 August 1918, the vessel was later presented with a silk American flag and a silver loving cup.

The destroyer, now 23 years old and long overage, was operating off the East Coast on patrol and escort duty when Pearl Harbor again plunged the United States into a global war. Lieutenant Commander D. C. Varian, USN, was in command.

Her duty was much the same as it had been during World War I, except now the U-boats were more numerous, more elusive, and more deadly. The ship made several attacks on submarines and performed rescues at sea. On 24 March 1942 Lieutenant Commander C. E. Boyd, USN, assumed command.

Then, in April of 1942 the ship was converted to a high speed transport at Charleston, South Carolina, and redesignated APD 6. On 13 July 1942 she passed through the Panama Canal and reported to Commander, Southeastern Pacific, for duty. Proceeding on to Espiritu Santo via Galapagos and Fijis, she took

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS TALBOT (DD 114) (Ex APD 7)

Already almost a quarter of a century old when World War II began, the old four-pipe destroyer USS TALBOT continued to serve her country as a destroyer and as a high speed transport, earning eight battle stars on the Asiatic-Pacific Area Service Medal.

The destroyer was built at Philadelphia, Pennsylvania, by William Cramp and Sons. Her keel was laid on 12 July 1917 and she was launched on 20 February 1918. Miss Elizabeth Daly Major, a daughter of Representative Major of Missouri and a descendant of Captain Silas Talbot, christened the vessel, first placed in commission on 20 July 1918.

When the name TALBOT was assigned to the DD 114, a former TALBOT, torpedo boat #15, was renamed the BERCEAU. At that time serving as a ferry launch, the torpedo boat was originally named in honor of Lieutenant John Gunnell Talbot, USN, who was on board the USS SAGINAW when she was wrecked on Ocean Island in 1870 and later was lost while trying to reach Honolulu.

The DD 114 was named in honor of Captain Silas Talbot, who was born in Dighton, Massachusetts, in 1951 and died in New York City in 1813. Talbot was commissioned captain by the State of Rhode Island in 1776 and assigned to duty in charge of the boats in the Hudson River. For his gallantry in an attempt to destroy vessels of the British Fleet in New York harbor, he was promoted by the Continental Congress to major, and received the thanks of the Congress.

He was later promoted to Lieutenant Colonel for his gallantry in capturing the armed schooner PIGOT. In 1779 he was appointed a captain in the Continental Navy and ordered to command an armed naval force for the protection of the Long Island Sound coast. In his first cruise off the coast he took six privateers, the smallest armed with 12 guns. Later in the same year he captured five merchantmen loaded with provisions and took 300 British prisoners.

In command of the Rhode Island privateer GENERAL WASHINGTON, he engaged two British ships for six hours before being forced to surrender. He was wounded and made a prisoner in the JERSEY, but was exchanged in 1781.

When the Japanese attacked Pearl Harbor on 7 December 1941 the TALBOT, Lieutenant Commander E. A. McFall, USN, commanding, was assigned to Destroyer Division 50, operating out of San Diego, California. On the morning of the 8th of December she put to sea screening the carrier SARATOGA as she rushed to Pearl Harbor to join the remnants of the fleet there.

Several submarine scares kept the force alert during the fast voyage, and on the 11th the TALBOT made her first wartime rescue at sea by fishing out two aviators from the SARATOGA who had made a water landing. She moored at Pearl Harbor on 14 December 1941. After patrolling off the island for some time, the TALBOT joined the USS LOUISVILLE, DENT and WATERS to proceed to the mainland, reaching San Francisco on 29 December. The three destroyers then steamed back to San Diego.

X-E 182

115



#122



HISTORY OF USS TARBELL (DD 142)

Age proved no obstacle to the USS TARBELL, a World War I vintage destroyer. Still active with the fleet when Pearl Harbor plunged the United States into global conflict in 1941, she served gallantly throughout the Atlantic war on anti-submarine duty.

The TARBELL's keel was laid on 31 December 1917 in the Philadelphia, Pennsylvania, yards of the William Cramp & Sons company. She was launched on 28 May 1918 and christened by Miss Virgie Tarbell, a collateral descendant of the man for whom the ship was named. The vessel was first placed in commission on 27 November 1918 under Commander H. Powell.

She was named in honor of Captain Joseph Tarbell, who was born about 1780 and died at Norfolk, Virginia, in 1815. Appointed midshipman in 1798, he rose to the rank of captain in 1804. He served on the CONSTITUTION and other vessels of the Mediterranean Squadron from 1800 until 1904, during the operations against Tripoli. During the War of 1812 Tarbell commanded a boat expedition against ships of the British squadron off Craney Island and in the James River, 19 to 23 June 1813. His flotilla of 15 boats drove off the enemy after an action of an hour and a half, sinking three of his boats, killing or wounding 90 British and taking 43 prisoners. The barge CENTIPEDE, belonging to Admiral Warren's flagship, was captured in the heroic fight. Captain Tarbell was highly commended by Commodore Cassin and the officers of the Army ashore for his gallantry and assistance in the defense of Craney Island. He was included in the thanks of Congress to the officers and men of Preble's squadron before Tripoli in 1804, and was presented with a sword in recognition of his services.

Lieutenant Commander S. D. Willingham, USN, was in command of the old ship, assigned to convoy and anti-submarine work with the Atlantic Fleet in December 1941. She shuttled back and forth across the North Atlantic and operated out of East Coast ports on rescue missions. One of these began on 26 March 1942, when the SS DIXIE ARROW, a Socony tanker, was torpedoed off Cape Hatteras, North Carolina.

Sighting a flare of smoke and flame just before 0900, the ship rang up full speed to investigate. Half an hour's run brought her to the ship, and, after dropping several depth charges to drive off any lurking submarines, the destroyer picked up the 22 survivors still alive from the original crew of 34. After a futile search for the submarine, the TARBELL put in to Morehead City, North Carolina, to land the survivors.

Lieutenant Commander W. M. Foster, USN, assumed command of the vessel on 1 May 1942, at Port Royal, Bermuda. Later in the month she was assigned to the patrol around Pointe a Petre, keeping the French cruiser JEANNE DE ARC under observation in order to thwart any attempt to turn her over, along with the other Vichy French ships in port with her, to the Germans. On the 16th of May she rescued 24 survivors of the SS LAMMONT DUPONT, adrift for 23 days after their ship had been torpedoed four days out of New York.



Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS WHITEHURST (DE 634)

The officers and men of the USS WHITEHURST (DE 634) stood stiffly at attention while Captain Gaddis, USN, read the orders placing the destroyer escort in commission. When he had finished, Lieutenant Commander James R. Grey, USN, stepped forward and read his orders giving him command of the newly commissioned combatant ship. These ceremonies took place on the afternoon of 19 November 1943 at the Bethlehem Steel Company, San Francisco, California, where the vessel was built.

Work started on the destroyer escort on 21 March 1943 when her keel was laid. Nearly six months later, 5 September 1943 she slid down the ways into the waters of San Francisco Bay, sponsored by Mrs. Rowie S. Whitehurst, mother of the ship's namesake.

First vessel to bear this name, the ship was named in honor of Ensign Henry Purefoy Whitehurst, Jr. Ensign Whitehurst, born 16 February 1920 at New Bern, North Carolina and was appointed a midshipman in 1938. He was killed in action while serving aboard the USS ASTORIA, 9 August 1942, in the Battle of Savo Island.

When sea trials, calibration tests and shakedown cruise had been completed she proceeded independently to Pearl Harbor arriving on 4 February 1944. Her stay was brief, getting underway on 7 February for Guadalcanal stopping at Majuro and Funafuti enroute. On 23 February, in company with the USS JAMES E. CRAIG and USS SC 502 she escorted the merchant ships SS GEORGE ROSS, GEORGE CONSTANTINE and ROBERT LUCAS to Espiritu Santo in the New Hebrides.

While moored at Espiritu Santo orders were received to proceed independently to Noumea, New Caledonia and she arrived at her destination on 5 March 1944. From Noumea she steamed to Espiritu Santo and remained there until 22 March 1944. Joining with the escorts USS OSTERHAUS and ACREE she got underway screening the oilers KANAKKEE, ESCOMBIA and ATASCOSA. Four days later as the task unit ploughed through the Pacific the WHITEHURST and ATASCOSA departed the unit and steamed independently to rendezvous and refuel various task groups that were operating in the area. While refueling ships of Destroyer Squadron 47 a lone enemy plane appeared which was immediately taken under fire by all ships present. However, no hits were scored and the plane climbed to a higher altitude and passed out of sight. When refueling operations had been completed both ships returned to Espiritu Santo and the WHITEHURST was assigned to escort the USS PRESIDENT MONROE (AP 104) to Milne Bay, New Guinea.

Departure was taken on 6 April and the passage was made without incident. A variety of escort duties in the waters around New Guinea kept the DE occupied until 17 May 1944 at which time she proceeded to Wakde Island, Dutch New Guinea to participate in landings which were to take place there. After successful operations against the enemy on Wakde Island, the WHITEHURST was ordered to escort Echelon 8-4 of the invasion force to Humboldt Bay in company with other units of Task Unit 72.2.9. Later she joined with the destroyers WILKES, SWANSON, NICHOLSON and the destroyer escort LOVEFACE which were screening Echelon H-2 as it advanced on Bosnic, Biak, in the Schouten Islands to carry out a landing there.



HISTORY OF USS YOUNG (DD 580)

Operations in the Aleutians, off the Kurile Islands of Japan, and throughout the Philippines earned the destroyer USS YOUNG five battle stars during World War II. She also wears five Setting Sun flags on her gun director for shooting down 5 Japanese planes unassisted and helping to dispose of two others during one attack.

The ship was built by the Consolidated Steel Company, Orange, Texas. Her keel was laid in their yards on 7 May 1942 and she was launched on 15 October of the same year. Mrs. J. M. Schelling, wife of Captain J. M. Schelling, USN, Supervisor of Shipbuilding at Orange, Texas, christened the vessel.

The first vessel so named was the DD 312 launched on 8 May 1919 at Bethlehem Shipbuilding Corporation, San Francisco, California, sponsored by Mrs. John D. Nolan, wife of the Congressman from San Francisco. The ship was named for Captain John Young of Philadelphia who commanded the INDEPENDENCE 1776-1777. He sailed from Cape Francis on 20 May 1781 in command of the SARATOGA which was separated from her consorts and apparently floundered at sea. After routine service the USS YOUNG (DD 312) was sold in 1925.

The DD 580 was named in honor of Rear Admiral Lucien Young, USN, who was born in Kentucky in 1852. Young was appointed a midshipman in 1869 and while so serving on board the ALASKA, on 23 July 1873, he jumped overboard while underway at sea to save the life of a seaman who had been knocked overboard. He was mentioned in a General Order by the Secretary of the Navy for his extraordinary heroism and awarded a gold medal from the New York Benevolent and Life Saving Institution, together with a certificate the Humane Society of Massachusetts.

He served in the POWHATAN in 1875 and 1876; then transferring to the HURON, a small vessel of 507 tons attached to the North Atlantic Squadron. The HURON arrived at Hampton Roads, Virginia, after a trip to New York for repairs, on 17 November 1877, under instructions to make a scientific reconnaissance of the coast of Cuba. She went to sea on 23 November and late in the day encountered a moderate gale and heavy sea. Shortly afterwards, she struck upon the beach near Nag's Head, North Carolina, and was wrecked. Ninety-eight of her crew were lost. Ensign Young and Seaman Antonio Williams succeeded, after great exertion, in reaching the shore. Young sent a horseman to a telegraph station at the life-saving depot seven miles away while he, bruised and barefoot, walked four miles in the sand to another telegraph and life saving station. Breaking it open, he got out the mortar lines and powder. The local sheriff took them up abreast the wreck with a mule team, but by the time they arrived no one was alive on the ship.

In 1898 he commanded the HIST during the Spanish-American War, participating in the engagement at Manzanillo, Cuba, on 30 June 1898. He cut the cable between Manzanillo and Santa Cruz del Sur on 10 July 1898, thereby preventing communication and hindering the inland traffic with Manzanillo. Young died with the rank of Rear Admiral on 2 October 1912.

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS LEONARD WOOD (APA 12)
(Ex AP 25, NUTMEG STATE, WESTERN WORLD)

X-E 182
U5

#126



After almost 20 years of service as a peacetime passenger liner and as an Army transport, the USS LEONARD WOOD was placed in commission in the United States Navy in 1941. During the next four years she earned eight battle stars for invasions from North Africa to Lingayen Gulf in the Philippines.

The old lady was built in 1922 by the Bethlehem Steel Corporation at Sparrows Point, Maryland. During her peacetime existence, she was known successively as the SS NUTMEG STATE and the SS WESTERN WORLD. The U.S. Army purchased her in 1939 and renamed her in honor of Major General Leonard Wood. Born in 1860, General Wood served with distinction, ending his career as Governor General of the Philippines from 1921 until his death in 1927.

The LEONARD WOOD was put in service as an Army transport between New York and the Panama Canal Zone. In 1940 this was extended to New York to San Francisco, with one trip to Alaska. Then in 1941 she was acquired by the Navy and placed in commission on 10 June 1941 as the USS LEONARD WOOD, (AP 25). Manned by the Coast Guard, she was captained by Commander H. G. Bradbury, USCG.

From June to November, 1941, the ship was engaged in various training exercises off the coast of North Carolina. But in November, in response to a plea from the British, she got underway with a convoy to transport British troops from Halifax, Nova Scotia, to Capetown, South Africa.

In order to stop the German advance through Africa it was imperative to reinforce British forces in the Near and Far East. But with the Mediterranean practically an Axis lake, it was necessary to send these reinforcements around Africa. Britain could not spare the shipping or the escorts for such a voyage, and so the United States stepped in. A convoy of six transports, protected by eight destroyers, two heavy cruisers and one aircraft carrier, was formed for the voyage, leaving Halifax on 10 November 1941.

The group continued down the coast to Trinidad, where the task force refueled. The LEONARD WOOD developed boiler trouble here and had to proceed independently. Her engineer officer, however, rigged portable blowers to increase her combustion rate, and in two days time she rejoined the main body. A gale blew up on 6 December, and before the convoy came through, the United States was at war.

The original destination had been Basra, at the head of the Persian Gulf, but now the troops were ordered on to Bombay and Singapore. Many of the troops landed at Singapore and fell captive to the Japanese soon after.

Returning to the United States in March, 1942, the LEONARD WOOD was converted into an amphibious attack transport, (APA 12), at the Philadelphia Navy Yard. When her alterations were complete on about 26 April 1942, Commander Ephraim Zoelo, USCG, relieved Commander Bradbury.

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS HOLLIS (APD 86) (EX DE 794)

One of the fleet of destroyer escorts built to release destroyers for combat duty, the USS HOLLIS got into combat herself by participating in the invasion of Southern France before being converted to a high speed transport. Later she was present in Tokyo Bay for the formal signing of the Japanese surrender treaty.

The ship was built by the Consolidated Steel Corporation at Orange, Texas. Her keel was laid there on 5 July 1943 and she was launched on 11 September of the same year. Mrs. Hermoine C. Hollis, widow of the late Ensign Ralph Hollis, USNR, christened the new ship which was placed in commission on 24 January 1944, Lieutenant Commander Gordon D. Kissam commanding.

The HOLLIS was named in honor of Ensign Ralph Hollis, who was killed during the Japanese attack on Pearl Harbor, 7 December 1941, while serving aboard the USS ARIZONA.

The ship took her shakedown cruise at Bermuda and then proceeded to Boston for an availability. After two coastwise trips, she was ordered to report to the Anti-Submarine Development Detachment at Quonset Point, Rhode Island, where she was assigned to research in sonic gear, hoping to defeat the German acoustic torpedo. The DE continued on this duty until 28 May 1944 when she was ordered to escort a carrier force to Casablanca, French Morocco, and back to New York.

On 30 June 1944 she was again ordered to escort a carrier group, as the first group to operate in the Mediterranean on hunter-killer operations. The HOLLIS performed routine escort duties until 28 December 1944. With Mers el Kebir, Algeria, as home port, she made trips to Gibraltar, Naples, Malta, Ajaccio and Bastia in Corsica, Palermo and Messina in Sicily, Salerno, Marseilles, Toulon and Leghorn. During this time she made some 30 escort missions.

On 15 August 1944 the destroyer escort participated in the D-day assault on Southern France, escorting a convoy to the assault area and then acting as a beachhead screen against submarines and torpedo boats.

As part of an escort screen, the HOLLIS left three days before the end of the year with a convoy group of homeward bound ships for the United States. From 18 January until 19 April 1945 the ship was in the Philadelphia Navy Yard undergoing major overhaul and conversion to a high speed transport. On 16 February 1945 the former executive officer, Lieutenant Commander Cyril Fox assumed command. Heading for the Pacific, she was at Miami, Florida, when the Germans surrendered.

From Pearl Harbor, the ship, having been reclassified APD 86, on 24 January 1944 was sent to Maalaea Bay, Maui, for a five-day training period with Underwater Demolition Teams. She was then converted to serve as a flagship and got underway on 10 August 1945 for San Diego. On the evening of the next day a dispatch was received ordering the ship to come about and return to Pearl Harbor.



128

HISTORY OF USS LITTLE (DD 803)

Destined to carry on the fighting traditions of the USS LITTLE (APD 4), sunk off Guadalcanal in September 1942, the destroyer USS LITTLE met a similar fate off Okinawa in May of 1945 when suicide planes broke her back and sent her down.

Both the DD 803 and the APD 4, (EX DD 79), were named in honor of Captain George Little, USN. Captain Little was born in Marshfield, Massachusetts, on 10 April, 1754, and died at Weymouth, Massachusetts, on 22 July 1809. Appointed first Lieutenant of the Massachusetts ship PROTECTORS in 1779, he was still aboard in 1781 when the ship escaped after a running fight with the British ship THAMES. In a later engagement he was captured by the same ship, imprisoned, but later escaped. Upon returning to the United States, he was given command of the Massachusetts ship WINTHROP, which subsequently captured two British privateers, the armed brig MERIAM, and a number of other vessels. Commissioned a Captain on 4 March 1799, Little was given command of the United States frigate BOSTON. During the war with France, the ship captured the French LE BERCEAU and several other vessels.

The USS LITTLE (DD 803), was built by the Todd-Pacific Shipyards at Seattle, Washington. Her keel was laid on 13 September 1943 and she was launched on 22 May 1944. Her sponsor was Mrs. Russell F. O'Hara, wife of a prominent lawyer of Vallejo, California.

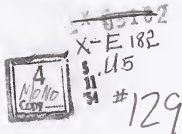
Moorred alongside a pier at the Todd-Pacific Shipyard at Seattle, Washington, the USS LITTLE (DD 803), was placed in full commission on 19 August 1944, Commander Madison Hall, Jr., commanding. After a routine shake-down cruise at San Diego and a post-shakedown availability at the Puget Sound Navy Shipyard she got underway on 11 November from Seattle to escort a convoy to Pearl Harbor.

At Pearl Harbor the ship entered the routine of gunnery exercises, battle problems and rehearsals. In mid-January rehearsals for the invasion of Iwo Jima began and on 22 January 1945 she got underway with a group of LSTs for Eniwetok. Final preparations were made at Saipan and on 15 February LITTLE sailed for Iwo Jima.

Shore bombardment began at Iwo on 19 February as the LITTLE supported the ground troops in their bitter fight. She remained on duty there, furnishing call fire, illumination and harassing fire until the 24th, when she left for Saipan with another group of LSTs. On 4 March she reported back at Iwo Jima and took up bombardment and screening duties until taking radar picket station north of Iwo on 11 and 12 March. She then returned to Saipan to begin preparation for the last big operation of the war, the invasion of Okinawa.

After detailed rehearsals off Saipan and Tinian, the ship had four days of tender availability before sailing on 27 March for Okinawa. The LITTLE was assigned to the demonstration group, whose duty it was to make fake landings on the opposite side of Okinawa from the real landing beaches in order to confuse the enemy and to divide his defenses. The demonstrations were made on the

Division of Naval History
Ships' Histories Section
Navy Department



HISTORY OF USS LYON (AP 71) (ex MORMACTIDE (MC Hull 65))

In the dark days following the infamous 7 December '41 attack on Pearl Harbor, our fleet was on the defensive until we could build up our amphibious forces for a counterattack. In order to build up this force as rapidly as possible, merchant ships of all descriptions were acquired to fill the gap until regular fleet amphibious ships could be built. Many of these vessels served valiantly and earned creditable war records. Among these was the USS LYON, an attack transport built as a steamship in 1940 concluded a distinguished Navy career which included the winning of five battle stars and had established her as a veteran of both the European and Pacific war theatres when she was stricken from the Navy list on 21 May 1946.

Early in 1940 the keel of the steamship MORMACTIDE was laid at Pascagoula, Mississippi, by the Ingalls Iron Works. In April 1941 she was accepted by the U.S. Maritime Commission and placed in service by the Moore McCormack Steamship Company.

The MORMACTIDE was ideally suited for conversion to carry her own landing craft and be sufficiently armed to cope with almost any eventuality. She was requisitioned by the Navy in August 1942 while she was at the Atlantic Basin Iron Works in Brooklyn, New York. During this time she was converted from a C-3 passenger-cargo vessel into an attack transport capable of carrying over seven-hundred combat equipped troops. On 16 September 1942 she was commissioned in the U.S. Navy as the USS LYON (AP 71) under command of Captain M. J. Gillan, Jr.

The vessel was named for an early American educator, Mary Lyon, pioneer of female education in America. Mount Holyoke College, formerly Mount Holyoke Seminary was founded by Miss Lyonn in 1836. She was born at Buckland, Massachusetts on 28 February 1797 and died at Mount Holyoke on 5 March 1849.

The ship's company was composed of men of whom about ninety percent had never been to sea before. However, with but the passing of a few months, they would become the hard, seasoned veterans of the Amphibious Forces. After intensive training on a short shakedown cruise, the LYON at the beginning of November 1942, was a part of the largest group of ships ever assembled up to that time for a passage across the submarine infested waters of the Atlantic, to the Mediterranean Sea. The LYON won her first battle star for the invasion of Saffi, French Morocco, on the west coast of North Africa. This surprise invasion turned out to be an over-whelming success due to the superb coordination of all units of this massive force.

On 8 November at 1500 the first wave of troops hit the beach at Fedhala, 14 miles north of Casablanca. The BROOKLYN and the destroyers MURPHY and LUDLOW undertook the task of silencing French batteries on Sherki while the WILKES and SWANSON took on Cape Fedhala at about 0615. The AUGUSTA opened up on the Batterie du Port at 0723. By 1700 the four assault transports in the first line had 90 percent of their troops ashore and the shore batteries on Cape Fedhala were captured. The LYON still had the majority of her troops on board.

HISTORY OF USS MEDUSA (AR 1)

World War II for the repair ship MEDUSA began with startling repidity on Sunday morning, 7 December 1941. She was moored in Pearl Harbor, with both her skipper and exec ashore when Japanese planes suddenly attacked. Lieutenant Commander John F. P. Miller, USN, the repair officer, was senior officer aboard, and fought the ship throughout the engagement. Thereafter she served as repair ship for our fighting units in the Pacific.

Built by the Navy Yard, Puget Sound, Washington, the ship was designed as a fleet repair ship for such major repairs jobs which are beyond the capacity of a fighting ship's own force, and which must be accomplished while the ship is away from a navy yard. Equipment for repairs to other ships included lathes, radial drills, milling, slotting and boring machines, optical repair apparatus, armature bake ovens, and coil-winding machines. The shops included a foundry, blacksmith, electrical, pipe, carpenter, machine and motion picture. Besides all this, the ship had a large laundry, bakery and refrigeration unit to meet extra demands from the Fleet.

The keel for the ship was laid on 2 January 1920 and she was launched on 16 April 1923. Mrs. Burns Poe, a resident of Tacoma, Washington, was the official sponsor. Named for a character in Greek mythology, the ship was placed in commission on 18 September 1924.

Although the Pearl Harbor attack was totally unexpected, the crew of the MEDUSA reacted calmly and quickly, showing the results of their fine training. There was no confusion or shouting as all hands manned their battle stations. No ammunition was topside, but at 0805 three-inch ammunition began to come up and the number five gun opened fire.

By the time that the second wave came over, all the regular anti-aircraft guns were manned and firing. Machine guns had been broken out and set up on the signal deck to add to the hail of lead. During this attack one plane, set afire by shots from the CURTISS and MEDUSA, crashed into the CURTISS just abaft her after stack. Immediately following this crash, several planes concentrated on the immediate area. One bomb hit the CURTISS on the fantail, two fell 25 feet off the MEDUSA's starboard bow, and two more fell just off her port quarter.

Two other planes nosed down to dive bomb the MEDUSA and the destroyers on her port hand, but both were shot down. One was cut in two just before starting to level out and buried himself in the east bank of the loch. The other landed in the water. Neither had a chance to release their bombs.

A submarine alarm was flashed just after this attack, and the five-inch guns were made ready. A midget sub was sighted just as it rounded the stern of the CURTISS and started up the loch. Its periscope was immediately fired on as it went behind her stern and then started out of the loch back to the main channel. The sub broached as it passed the ship once more, and was hit several times. The destroyer MONAGHAN finished her off by ramming and dropping two depth charges.



5
11
34

#130

X-5 182

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS MAZAMA (AE 9)

Although they may not see much combat, life for the crew of an ammunition ship is far from dull. Just sitting on top of tons of high explosives furnishes enough drama to last a life time.

The ammunition ship USS MAZAMA was built by the Tampa Shipbuilding Company at Tampa, Florida. Her keel was laid on 14 April 1942 and she was launched on 15 August 1943 with Mrs. Adelaide F. Rickenbacker serving as sponsor. Mrs. Rickenbacker is the wife of Captain Edward V. Rickenbacker, U.S. Army. The ship was named after Mount Mazama, a former volcano which is now the site of Crater Lake, Oregon.

The USS MAZAMA joined the fleet on 10 March 1944 when she was accepted by the Navy and placed in full commission at Tampa, Florida. Commander Percival V. R. Harris, USNR, assumed command. Immediately after the commissioning ceremony, the first of many fire drills was held.

After a shakedown in Chesapeake Bay, the ship made ready for sea at the Norfolk Navy Yard. Taking on her cargo of ammunition at Boston, the ship sailed on 6 May 1944, under escort of the RICHARD S. BULL and RICHARD M. ROWELL, bound for the Pacific. Passing through the Panama Canal, she arrived in Pearl Harbor on the 28th. On the next day the MAZAMA got underway for Majuro Atoll. After furnishing ammunition to various ships there, the vessel moved forward to Eniwetok, arriving there on 13 June 1944.

The invasion of Saipan was now underway, and ammunition was badly needed. The MAZAMA set out for the island and anchored in Garapan Anchorage on 21 June, just after the hard-fought battle of the Philippine Sea. During this action, approximately 500 Japanese carrier planes had been sent into action against the American fleet and invasion armada. Few returned to their carriers, or even survived long enough to get over the American shipping. The slaughter was so great that the battle was dubbed the "Marianas Turkey Shoot."

In spite of the heavy swell which caused dangerous rolling, the ship immediately prepared to issue ammunition upon her arrival. Six hours after entering the area, she was passing ammunition to the cruiser LOUISVILLE and several LCTs. One destroyer moored to her port side, but was forced to cast off when the ten to fifteen degree rolls threw her against the MAZAMA, bending a splinter shield on the amid-ships 40 mm mount.

On the 23rd men topside got a glimpse of what might happen when large clouds of smoke rose in mushroom shape several thousand feet above what remained of a Japanese ammunition dump on Saipan. Later in the afternoon smoke was seen coming from one of the deck ventilators and the fire alarm was sounded. The LCTs alongside made hurried preparation to get underway, but the blaze was found to be confined to a trash can and all hands breathed easy once more.





5
11
54

#132

HISTORY OF USS MUSKALLUNGE (SS 262)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaissance raiders and by attacking combat units including ASW vessels. Though officially credited with only 7,163 tons of Japanese shipping sunk, the MUSKALLUNGE's menace value in the blockade of their home islands could not be measured in tons. By her persistent vigilance she forced the enemy to augment his anti-sub patrol and double his watch, thus paying the price in delays, side-tracking and anxiety.

The keel for the SS 262 was laid on 7 April 1942 in the South yard of the Electric Boat Company, Groton, Connecticut. As she slid down the ways on 13 December she was christened MUSKALLUNGE for a species of North American pike found in the Great Lakes and esteemed as a game fish. Mrs. Anna C. Graham was sponsor of the new ship. She was the widow of Merritt D. Graham, a Navy man with 21 years' service who returned to the Navy from the Electric Boat Company, and was a crew member of the USS GRUNION lost in the Pacific.

The submarine was accepted by the Navy and commissioned on 15 March 1943 at New London, with Lieutenant Commander Willard A. Saunders, USN, awarded the Navy Cross on the USS GRAYBACK, as first commanding officer. After an extended shakedown cruise delayed by engine difficulties, she departed New London on 10 July 1943 enroute to the Pacific.

On 7 September she steamed out of Pearl Harbor for her first war patrol in the waters off Palau. Aboard she carried the first electric torpedo to be fired in the war. Her first attack was conducted on the surface at night against a convoy of four freighters escorted by a large destroyer and four smaller ships. After an undetected approach six electric torpedoes were fired. Two exploded prematurely close aboard the submarine, the shock causing the engines to stop and forcing her to dive. As she passed 75 feet a close salvo of depth charges exploded, but the escorts soon departed and no serious damage was inflicted. Her second attack was conducted several days later under similar circumstances. This time one of the torpedoes exploded close under the bow, knocking down the crew in the forward torpedo room. In these two attacks one hit was scored on a passenger freighter, and one on a freighter of the TARUSIMA MARU Class. Alerted by the premature explosions, the others had evaded the remaining torpedoes. She returned to Pearl Harbor on 25 October for her first refit alongside the USS GRIFFIN.

During this period Commander Michael P. Russillo, USN, assumed command, and on 27 November 1943 took her out on her second patrol. Operating in the Western Carolines south of Guam she sank a large freighter of the NOROTO MARU Class. Apparently carrying explosives, it disintegrated in a single blast. During this patrol she also damaged a tanker with three hits and a freighter with two hits. Extensive engine trouble during these two patrols necessitated a return to Mare Island, California, where a new set of engines was installed.



5
11
54

#133

HISTORY OF USS NORRIS (DDE 859) (EX DD 859)

Though built too late to see action in World War II, the USS NORRIS is nonetheless a well-traveled ship. Since 1945 she has seen service in the Pacific, Asiatic, Atlantic, and Mediterranean areas, and actively participated in the Korean conflict.

The keel for this 2400-ton destroyer was laid on 29 August 1944 in the yards of the Bethlehem Steel Co, San Pedro, California. At the launching on 25 February 1945 Mrs. Charles Browning served as sponsor by proxy for Mrs. Benjamin Norris, widow of the ship's namesake.

The new addition to the U. S. Fleet was named for the late Major Benjamin W. Norris, USMC, division commander of the Marine scout bombing squadron. He was born in 1907 at Callao, Peru, and was appointed a Second Lieutenant in the Marine Corps in 1929. He was killed on 4 June 1942 during the Battle of Midway while leading a group of eleven planes on a search-attack mission on a Japanese aircraft carrier. For his heroism he was posthumously awarded the Navy Cross, with the citation as follows:

"For extraordinary heroism in the line of his profession while in command of one division of Marine Scout-Bombing Squadron 241. Major Norris led a determined attack against a Japanese battleship while opposed by Heavy Japanese anti-aircraft fire and fighter air-craft attack which resulted in serious damage to the battleship attacked. During the evening of the same day, despite fatigue and unfavorable flying conditions, Major Norris led eleven airplanes from his squadron in a search-attack mission against a Japanese air-craft carrier reported burning about two hundred miles distant from Midway Islands. Major Norris failed to return with his squadron from this mission and is listed as "missing in action". Under the conditions attendant to the Battle of Midway, there can be no doubt but that Major Norris gallantly gave his life in the service of his country. His conduct throughout was in keeping with highest traditions of the naval service."

Three more months of outfitting, testing and checking were required before the NORRIS was ready to take to the seas. Finally, on 9 June 1945, Commander T. A. Nisewander, USN, received command of the NORRIS and the commission pennant was "two blocked".

Following commissioning, the new destroyer sailed into the Pacific and commenced an extensive shakedown program while sailing off Southern California and conducting firing exercises along the coasts of San Clements Island. An engineering casualty forced the early return of the ship to the building yard, and it was there that she greeted the end of hostilities.

By 15 September 1945 the NORRIS was again ready for sea and sailed from San Pedro Harbor to take up a new role as a training ship for the Pre-Commissioning Training Center at Treasure Island to San Clemente Island. The next three months were spent with the

HISTORY OF USS SAMPSON (DD 394)

The rock-bound coast of Maine was in the midst of Indian summer and high over head sea gulls floated lazily on the warm air currents. Below a group of peregrins gathered at the bow of a new destroyer resting on the ways at the Bath Iron Works Corporation, Bath, Maine. As the bottle of champagne smashed against the hull, the USS SAMPSON (DD 394) slid down the rails, sponsored by Mrs. Louisa S. Thayer, a great-granddaughter of Rear Admiral W. T. Sampson, USN.

First authorized by Congress in March 1934 the keel of the "394" was laid on 8 April 1936. Launched 16 April 1937, she was placed in commission one year and four months later on 19 August 1938.

Second vessel to bear this name, she was named in honor of Rear Admiral William Thomas Sampson, USN. Admiral Sampson, born in Palmyra, New York, 9 February 1840, was appointed to the U.S. Naval Academy in 1857. He served with distinction with the South Atlantic Blockading Squadron throughout the Civil War. During the following years, his knowledge of naval science, modern armor and armament, the value of explosives and his executive ability, served the Navy well in many positions. In the Spanish-American War he commanded the Naval Forces in the West Indies which destroyed the Spanish Fleet off Santiago, Chile. Retiring from naval service on 9 February 1902, Admiral Sampson died at Washington, D. C. on 6 May 1902.

The first SAMPSON, a torpedo boat destroyer, launched in 1916 was sold and scrapped in 1936.

During the latter part of 1941 the USS SAMPSON (DD 394) under the command of Commander L. Y. Mason, Jr., USN, was operating with the Atlantic Fleet in Destroyer Squadron NINE. When war came to United States soil, the SAMPSON was moored at the Navy Yard, Boston, Massachusetts, having just completed post repair trial runs. It was here, on 5 December, that Commander Mason was relieved as commanding officer by Lieutenant Commander H.B. Bell, Jr., USN.

Her stay in the yard was followed by a visit to Newport, Rhode Island in preparation for a passage through the Panama Canal. Arriving at Balboa, she joined the Southeast Pacific Force and on 25 January 1942 was underway with other units of the Pacific Fleet searching for the U.S. submarine USS S-26 which had sunk about 12 miles westward of San Jose Island.

Departing Balboa on 1 February, the SAMPSON joined with a convoy enroute to Nuku Hiva Island and took up station in the screen. Remaining with the convoy until 13 February she proceeded independently on that date to Bora Bora Island in the Society Islands, stopping briefly at Marquisas Island. Upon her arrival at Bora Bora she took up anti-submarine and radar patrolling stations off the harbor entrance. The 394's stay at Bora Bora was of short duration and on 9 March the destroyer, in company with the USS TRENTON was headed back to the Canal Zone and Balboa for repairs and upkeep.

Division of Naval History
Ships' Histories Section
Navy Department



135

HISTORY OF USS SCHENCK (AG 82) (Ex DD 159)

The USS SCHENCK was one of the World War I vintage destroyers which was still active when World War II brought with it a desperate need for escorts. She served with distinction in the Atlantic, earning two battle stars and sinking one submarine.

The USS SCHENCK was built by the New York Ship Building Corporation, Camden, New Jersey. Her keel was laid on 26 March 1918 and she was launched on 23 April 1919. Miss Mary Janet Earle, daughter of Rear Admiral Ralph Earle, USN, and great-granddaughter of Rear Admiral Schenck, acted as sponsor.

Rear Admiral James F. Schenck, USN, for whom the ship was named, was born in Ohio in 1807. He was appointed midshipman in 1825 and Rear Admiral in 1868. Highly commended for service during the Mexican War, he served under Commodore Stockton at Santa Barbara, San Pedro, Los Angeles, Guaymas and Mazatlan. In 1864 he raised with his own hands the first American flag in California.

Taking command of the SAGINAW in 1859, Schenck saw service in Cochin, China, silencing the forts at Quin-hon Bay in June of 1861. The SAGINAW having been declared unseaworthy by the beginning of the Civil War, Commander Schenck proceeded home without waiting for orders. He was at once given command of the ST. LAWRENCE and joined the West Gulf Blockading Squadron.

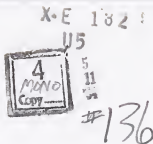
As Commodore, he commanded the POWHATAN and the Third Division of Admiral Porter's Fleet in operations against Fort Fisher in 1864-65, and was mentioned for gallantry in action in Admiral Porter's report. He died at Dayton, Ohio, on 21 December 1882.

The USS SCHENCK (DD 159) was first commissioned on 30 October 1919 under CDR N. H. Goss. Commander C. T. Osburn took command in April 1920 and the SCHENCK operated on routine duty with the Atlantic Fleet.

In 1922, under CAPT A. E. Watson, the ship was placed out of commission, and remained in reserve for ten years before being recommissioned on 20 December 1932 under LCDR L. T. DuBose. Typical peace-time duty followed under various commanding officers until 1941.

December 7, 1941 brought no sudden transition from peace to wartime routine for the SCHENCK. She was already active in the stormy North Atlantic under command of LCDR R. B. Ellis and was on escort duty from Iceland to Argentina, Newfoundland, when the Japanese struck at Pearl Harbor.

War in the Atlantic was monotonous, wearing, but extremely dangerous. Besides the German submarine menace, ships and men had to battle elements in the Atlantic, icy, treacherous, always ready to tear a ship in half. Throughout most of the war the SCHENCK shuttled back and forth across the Atlantic and up and down the East Coast with innumerable convoys, always alert for submarine attack.



HISTORY OF USS SEAHORSE (SS 304)

Our submarines were employed in our mounting offensive in the Pacific to cut enemy communications to his great sea empire, even attacking shipping in Japanese home waters. Our subs were also used to support fleet actions as pickets, weather stations, landing reconnaissance raiders and by attacking combat units including ASW vessels. The USS SEAHORSE and her crew were no exception. During her patrols in the Pacific the SEAHORSE sank 20 enemy ships for an official total of 72,529 tons. This was the fifth largest number to be sunk by any ship. In addition to nine Battle Stars she was awarded the nation's highest honor -- the Presidential Unit Citation.

On 1 July 1942 when her keel was laid at the Navy Yard, Mare Island, California. As she slid down the ways on 9 January 1943 she was christened by Mrs. Chester C. Smith, wife of Lieutenant Commander Chester C. Smith, USN, who had received the Navy Cross while in command of the SWORDFISH (SS 193). The SEAHORSE was named for a species of lophobranch fish found in most warm seas. It is related to the pipefish, having an elongate snout and an angular body covered with bony plates.

The new submarine was commissioned on 31 March 1943, and turned over to her new commanding officer Commander D. McGregor, USN. Upon completion of her shakedown cruise in the San Francisco and San Diego areas, the SEAHORSE sailed for the Pacific, arriving at Pearl Harbor on 24 July 1943. Here an extended training period was conducted, and by 3 August she was ready for her maiden patrol.

After topping off at Johnston Island on 5 August she continued on to her patrol area in the Palaus. During a rain squall in the early morning of August 24th she sighted a small sub chaser patrol craft. Two minutes later the enemy craft opened fire. The first two shots went over the bridge and the next two were short of the beam as the SEAHORSE submerged and went deep to receive her initiation to depth charging. Two of the six charges dropped were close, slightly damaging the main induction.

At 0930 on the 28th the SEAHORSE made a submerged passage of Malakal Harbor $\frac{3}{4}$ miles off the reefs. Thirty minutes later sound reported contact from four different directions, but nothing was in sight but two small patrol craft. At 1130 she sighted a Japanese plane circling close aboard, and five minutes later the masts of three freighters with two escorts loomed over the horizon. The convoy was traveling at 8 knots, but the SEAHORSE was unable to gain attack position. At 1800 she surfaced to commence the chase, and regained contact at 2025. At 0502 on the 29th she submerged directly ahead of the convoy, and was in excellent position for attack when one of the escorts detected her. The SEAHORSE used high speed to try to press home an attack, but the two escorts continued to bore in, necessitating deep submergence. At 0525 fifteen depth charges were dropped. The escorts hovered near and at 0717, four more depth charges rocked the boat. The induction piping was now leaking badly, but at 1000 the escorts lost contact, and the SEAHORSE was able to surface. She continued to hunt the convoy until 1800 on 30 August, but contact was never regained and she returned to patrol the vicinity of Toagel Mlungui Passage.



HISTORY OF USS SWANSON (DD 443)

During her World War II career the destroyer USS SWANSON saw action in the Atlantic, Pacific and Mediterranean. She aided in escorting over a thousand ships, not one of whom was lost. Forty-seven men owe their lives to quick rescue work by the ship, who also took part in nine invasions, shot down two planes, participated in two surface actions and aided in killing one submarine while steaming over 250,000 miles.

The USS SWANSON was built by the Navy Yard at Charleston, South Carolina. Her keel was laid on 15 November 1939 and she was launched on 2 November 1940. Mrs. Swanson, widow of the late Secretary of the Navy, christened the new ship. The SWANSON was first placed in commission on 29 May 1941, with Lieutenant Commander M. P. Kingsley, USN, in command.

The Honorable Claude A. Swanson served in the United States House of Representatives, as Governor of Virginia, and as a United States Senator before being appointed Secretary of the Navy on 4 March 1933. He served in that capacity until his death on 7 July 1939.

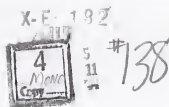
During the remainder of 1941 the new destroyer took her shakedown cruise and then began escort and convoy duties, making trips to several New England ports, one to Bermuda and two to Reykjavik, Iceland. She accompanied the battleships WASHINGTON and NORTH CAROLINA and the carrier HORNET on their trial runs during the year.

Another convoy voyage to Iceland was completed during the first months of 1942. Thirteen survivors and one dog from the Norwegian ship RINGSTAD were pulled aboard off Cape Race. During the spring and summer the ship made a series of three trans-Atlantic convoy voyages to Scotland and single trips to Cape Breton Island, Nova Scotia, and Greenland.

The SWANSON began amphibious training in the Chesapeake Bay area in the early fall, and in late October joined the invasion fleet sailing for French North Africa. Lieutenant Commander L. M. Markham, Jr., USN, was now in command, having come aboard in July.

The group was divided into four task groups, the Southern Attack group for the Safi assault; the Northern Attack group for the Mehdiya area; the Center Attack group for the Fedhala assault and the Covering group, who were to provide heavy support for the Center assault. The SWANSON was assigned to the Center Attack group, first as a control ship for landing craft and then to provide fire support.

Her assault began late in the evening of 7 November 1942 as the group approached their objective. Some 20,000 Army troops were waiting to be put ashore on the beaches of Cape Fedhala, whose coastal defense guns controlled Casablanca Harbor. The SWANSON, lying close inshore to guide the landing craft, was one of the first to come under fire when the Vichy French opened up at 0604 on the morning of the 8th. The warships had been waiting for the



HISTORY OF USS STEVENS (DD 479)

United States had been at war for nearly eight months and new construction had to be pushed at a rapid pace to satisfy the increased needs of combat. A small knot of people had gathered at the bow of one of the newly completed destroyers lying at rest in the Charleston Navy Yard, South Carolina. As the bottle of champagne broke against the bow, the sleek combatant vessel slid down the ways to join our rapidly expanding fleet.

Co-sponsored by Mrs. Roland Curtin, grandniece of the late Rear Admiral Thomas Holdup Stevens II, USN, and Mrs. Frederick Stevens Hicks, wife of the great-grandson of Rear Admiral Stevens, the ship was christened the USS STEVENS (DD 479) on 24 June 1942 in honor of the late Commodore Thomas Holdup Stevens and his son Rear Admiral Stevens.

This is the second vessel to bear this name. A previous ship, a torpedo-destroyer boat was named the USS STEVENS in honor of Commodore Stevens. This vessel was scrapped and sold in 1936.

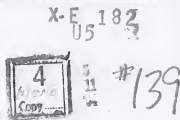
Commodore Stevens was born at Charleston, South Carolina in February 1795 and died in Washington, D. C. on 22 January 1841. He was appointed a midshipman in 1809. During the war of 1812 he commanded the TRIPPE in the battle of Lake Erie. Throughout the period 1823-24 he commanded vessels in the West Indies in suppression of piracy.

Rear Admiral Stevens, his son, was born on 27 May 1819 in the state of Connecticut and died in Rockville, Maryland on 15 May 1896. He was appointed a midshipman in 1836. In the period of the Civil War he served with great distinction, commanding on various occasions six different vessels. One of these was the now famous MONITER.

With Commander Frank H. Ball as her first commanding officer the DD 479 was commissioned on 1 February 1943 at the Charleston Navy Yard, South Carolina. After a shakedown cruise off the Atlantic Coast during the spring of 1943 the STEVENS transited the Panama Canal and reported to the Pacific Command for duty in the summer of 1943. After a brief stop at Pearl Harbor she joined a carrier group for the strikes on Marcus Island. Under the command of Lieutenant Commander William M. Rakow, USN, she participated in the strikes on Tarawa in September after which she returned to San Francisco, California for availability. During this period she was converted to a standard 2100-ton destroyer design. Leaving the continental limits of the United States on 6 December 1943 she again returned to the Pacific theater.

Arriving in the forward area the STEVENS participated in the occupation of Kwajalein Atoll during January and February 1944, conducting destructive fire on shore targets in support of the landings, and maintaining interdiction fire until fire support was no longer called for.

From Kwajalein, the STEVENS steamed westward as part of the task force which bombarded Nusa and Nusalik Islands off Kaveing, New Ireland during the



HISTORY OF USS TANGIER (AV 8)

Designed to provide "eyes of the fleet" which could scan hundreds of mile of ocean, the seaplane tender USS TANGIER kept her big planes in action through most of the actions of World War II in addition to personally participating in the defense of Pearl Harbor.

The ship was built by the Moore Dry Dock Company at Oakland, California. She was launched as the SS SEA ARROW, on 15 September 1939, with Mrs. Joseph R. Sheehan acting as sponsor. The SEA ARROW was acquired by the Navy and placed in commission as the USS TANGIER (AV 5) on 5 July 1940. Commander C. A. F. Sprague, USN, was her first commanding officer. The vessel was named for Tangier Sound, located off the eastern shore of Maryland.

When the Japanese treacherously attacked Pearl Harbor on 7 December 1941, the USS TANGIER was berthed at Ford Island, behind the UTAH and RALEIGH. The attack began at 0755 on that Sunday morning, and three minutes later the first of the Japanese planes passed down the port side of the ship, its orange sun insignia leaving no uncertainty that the attack was real. The ship's anti-aircraft guns opened fire at 0800.

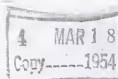
The first wave did not bother with the TANGIER, concentrating instead on the heavy ships. At 0803 three torpedo planes came in on the starboard quarter to launch their torpedoes at the UTAH. A minute later the RALEIGH was hit by a bomb and began to sink by the stern. The ARIZONA, WEST VIRGINIA and OKLAHOMA were hit seconds later. The TANGIER kept up a full volume of fire as the ARIZONA exploded and the UTAH turned bottoms up. At 0812 an anti-climatic touch of grim humor was added to the otherwise bleak day when a despatch came in from CinCPac, "Hostilities with Japan commenced with air raid on Pearl Harbor." The TANGIER's gunners were well aware that this was no war game.

A submarine warning was flashed at about 0830, and at 0843 a midget was sighted inside the harbor, some 800 yards off the starboard bow. The TANGIER fired vigorously at the exposed portion of the sub until the destroyer MONAGHAN finished her off by ramming and dropping depth charges.

Seven minutes later a pillar of smoke and flame rolled up for 200 feet as the NEVADA, underway and heading out the channel, was hit. At 0850 the second wave began to come in and make deliberate bombing attacks on the TANGIER. Her gunners shot the tail off one plane as he passed abeam to crash in the water and then riddled another which crashed on the shore line near Beckoning Point.

The third wave arrived at 0910. The TANGIER riddled another plane flying up her port side and, out of control, the plane crashed into the CURTISS. Between 0913 and 0920 five bombs from as many planes dropped around the TANGIER. One hit on Ford Island but the other four were very close misses; two forward, one 15 feet off the starboard side, one 20 feet off; two aft, about 20 and 40 feet away. No more planes came near the ship after 0920 and her boats began rescuing survivors from the UTAH.

Division of Naval History
Ships' Histories Section
Navy Department



X-E 182

US

#140

HISTORY OF USS BASHAW (SSK 241) (EX SS 241)

As the American offensive rolled across the Pacific, submarines were employed to support actions as pickets, weather stations, and landing reconnaissance raiders; but their most important function was cutting enemy communications to his great sea empire, boldly pursuing and attacking shipping in Japanese home waters.

The history of the USS BASHAW began on 4 December 1942, when her keel was laid at the Electric Boat Company, Groton, Connecticut. She was named for the large cat-fish which is commonly found in the Illinois and Mississippi Rivers. At the launching on 25 July 1943 she was sponsored by Mrs. Norman Ives, wife of Captain Norman S. Ives. On 25 October the BASHAW was commissioned and turned over to her first commanding officer, Lieutenant Commander R. E. Nichols, USN.

Extensive training exercises were conducted in Long Island Sound, Key West, Florida, and off Perlas Islands, Canal Zone. Then on 3 March 1944 she arrived in Milne Bay, New Guinea, and reported to Commander Task Force 72 for duty. Seven days later the BASHAW steamed out on her first patrol in company with the USS BLACKFISH. At this time the Japanese Fleet was stationed at Tawi Tawi in the Sulu Archipelago. They were expecting a thrust at the Marianas and a simultaneous strike at Wewak, New Guinea. This concentration was an effort to base the fleet as close as possible to these scenes of impending action. As a counter measure, American submarines were stationed on the arc of a circle with a 60-mile radius from Toagel Mlungui Passage, to cover all escape routes. The BASHAW was placed southeast of Mindanao to cover that route to the Marianas. The submarines shifted into intercepting positions from day to day as information on the Japanese fleet was received. The BASHAW's first opportunity for action came on the night of 21 March 1944. In a surface radar attack she fired six torpedoes for one hit on a 4,500 ton submarine tender. Position could not be gained for further attack, but the damaged ship was sunk the following day by a carrier plane. In a daylight surface attack on 27 April the submarine demolished a 50 ton trawler with the 4-inch and 20 mm guns, and damaged three 60-ton trawlers. On 10 May she returned to Brisbane, Australia for her first routine refit.

The BASHAW nosed out of Brisbane on 27 May headed for areas adjacent to Mindanao and the Celebes Sea to conduct her second war patrol. On 25 June the 6,440 ton transport YAMAMIYA MARU was contacted. In a night surface radar attack six torpedoes were fired for three hits, sinking the transport. This was the only contact of the patrol, and on 16 July she moored alongside the EURYALE at Seeadler Harbor for refit.

Training exercises were conducted following the refitting, but by 7 August the raider was steaming out for her third patrol along the Mindanao coast in the Mindanao Sea and Moro Gulf. On 8 September a night radar approach was conducted on a 2,813 ton cargo ship. Upon closing the BASHAW surfaced to periscope depth and fired a six torpedo salvo. The salvo fanned out, scoring three hits to send the YANAGIGAWA MARU to the bottom. The next day the BASHAW

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS THORN (DD 647)

To accelerate our offensive toward Tokyo, fast carrier task forces were organized; a new concept in naval warfare. Supported by battleships and cruisers; screened by a ring of destroyers; these mobile airfields were able to strike the enemy thousands of miles in advance of our bases. The USS THORN was in that outer ring of steel from August 1944 to August 1945. She earned 7 battle stars and took part in the crucial battle of Leyte Gulf.

On 28 February 1943 a sleek new destroyer was added to our fast growing fleet as the DD 647 was launched at the Federal Ship Building and Dry Dock Company, Kearny, New Jersey, sponsored by Mrs. Beatrice Fox Palmer, great-grandniece of the ship's namesake. She was placed in commission on 1 April 1943, four and one half months after her keel was laid (15 November 1942), under command of Lieutenant Commander Edward Brumby, USN.

The USS THORN (DD 647) was named in honor of Jonathan Thorn, born in Schenectady, New York on 8 January 1779. Eldest of fifteen children of a family of military men, Jonathan Thorn was appointed midshipman in the United States Navy in April 1800, forty-five years before the Naval Academy was established.

Before 1800 the rulers of the Barbary States (Algiers, Morocco, Tripoli and Tunis) had been extorting tribute from the American government for several years. In 1801 the United States sent its first armed opposition in the Schooner ENTERPRISE which succeeded in routing a Tripolitan corsair. Jonathan Thorn earned a reputation for courage and ability, serving aboard the frigate JOHN ADAMS, the USS ENTERPRISE and the USS CONGRESS from January 1802 until the end of the Tripolitan War in 1805. He took an active part in a successful sortie with Lieutenant Decatur into the heavily guarded Tripoli Harbor to set fire to the captured USS PHILADELPHIA under the muzzels of innumerable shore batteries.

In February 1807 Thorn was appointed full Lieutenant while acting as the first commandant of the New York Navy Yard at the age of 27. Granted a two year furlough in 1810 to command John Jacob Astor's sailing bark TONQUIN, he successfully sailed her around the Horn, proceeding via the Hawaiian Islands to the mouth of the Columbia River to land and establish his trader passengers at Fort Astor, Oregon.

One day the Indians who came aboard to trade were incensed at what they deemed an insult to their leader during the trading. Stealthily returning later, just before Thorn, who had become suspicious, had planned to sail, they massacred the crew of the TONQUIN, including Thorn. Thorn, it was reported, killed or wounded several Indians before he was felled by a war club. The sole survivors of the TONQUIN decoyed the Indians aboard the next day and then blew up the powder magazine, the ship and most of the Indians.

The THORN's shakedown cruise began at Casco Bay, Maine, familiarizing the crew with the ship and training them for combat operations. This training period consisted of maneuvers, live submarine runs and gunnery practice...under the guidance of Captain Brumby.

X-E 182
US

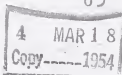


#141

Division of Naval History
Ships' Histories Section
Navy Department

X-E 1821

U5



HISTORY OF USS SAMUEL N. MOORE (DD 747)

With ever increasing speed the sleek new destroyer slipped out of her ways at the Bethlehem Steel Company Shipbuilding Yard, Staten Island, New York and parted the waters of New York Harbor on the morning of 23 February 1944. Thus was the USS SAMUEL N. MOORE (DD 747) launched just five months after her keel was laid, on 30 September 1943.

In the midst of the noise and confusion of the Brooklyn Navy Yard, Rear Admiral Monroe Kelley, USN, addressed the officers and men gathered on the MOORE's decks and placed her in commission as a fighting unit of the United States Navy on 24 June, 1944. Commander Horatio A. Lincoln, USN, was her first commanding officer.

Named in honor of Captain Samuel Nobre Moore, USN, she is the first ship to bear his name and was sponsored by his widow, Mrs. Samuel N. Moore.

Captain Moore was born in Washington, D.C. on 7 September 1891. He entered the Naval Academy in 1909 and was commissioned Ensign in 1913. He served in the United States Ships CALIFORNIA, NEW ORLEANS, NICHOLSON, MICHIGAN, and PITTSBURG. He later commanded the CANOPUS, MC LIESH, WILLIAM B. PRESTON, HASELWOOD and LAMBERTON. He also served as Commander of Destroyer Divisions SEVEN and TWENTY-ONE.

On the night of 9 August 1942, while in command of the USS QUINCY, Captain Moore was killed when his ship, after contributing materially to the successful landing of our troops on Guadalcanal, was sunk by Japanese surface forces in the first battle of Savo Island in the Solomons.

After routine training and shakedown cruise which ironed out the few faults that had arisen and organized the crew into an efficient fighting team, she steamed off Newfoundland on a special experimental mission for the Naval Research Laboratory at the same time keeping a watchful eye out for three Nazi submarines known to be in the area preying on Allied shipping standing out of Halifax, Nova Scotia.

Returning to the Brooklyn Navy Yard, New York she was ordered to the Naval Operating Base, Norfolk, Virginia for further exercises. On 14 September she received her baptism of foul weather, riding out a hurricane that sank the USS ARLINGTON off the Florida coast. Two days later, standing out of Norfolk she steamed to New York to convoy the QUEEN MARY, carrying Winston Churchill, Prime Minister for Great Britain back to England. The American escort was presently relieved by a British cruiser and the Moore proceeded independently to the port of Boston.

Leaving Boston on 25 September 1944 the USS SAMUEL N. MOORE with the cruiser PASADENA set a course for Delaware Cape. In Delaware Bay they rendezvoused with the battleship WISCONSIN and four other destroyers and got underway for Cristobal, Panama Canal Zone. The ships passed through the canal and moored in Balboa, C.Z. on the Pacific side of the Isthmus, and subsequently steamed for San Diego, California.

#143
X-5 1821
4 MAR 18
Copy 1954

HISTORY OF USS PRESIDENT HAYES (APA 20)

In the dark days following the infamous 7 December '41 attack on Pearl Harbor our fleet was inadequate to halt the Japanese advance. In order to build this fleet up as rapidly as possible merchant and civilian ships of all descriptions were acquired to fill the gap until regular fleet units could be built. Many of these vessels served valiantly and earned creditable war records. Among these was the PRESIDENT HAYES, originally designed for a modern freight and passenger liner with air conditioned staterooms and luxurious fittings.

Her keel was laid 26 December 1939 by the Newport News Shipbuilding and Dry Docking Company. She was launched 4 October 1940 at Newport News, Virginia with a C-3 hull. Mrs. Cordell Hull, wife of Secretary of State, acted as sponsor. Construction was completed and the vessel turned over to the American President Lines 20 February 1941.

She was acquired by the U.S. Navy 7 July 1941 and conversion to a combat transport begun on AP 39. She was commissioned USS PRESIDENT HAYES 15 December 1941 and turned over to her new skipper, Commander F. W. Benson, USN.

The ship was named originally for Rutherford Birchard Hayes who became our 19th President of the United States in 1877. He was born 4 October 1822 at Delaware, Ohio. He graduated valedictorian from Kenyon College 3 August 1842 after which he studied law at Haward and was admitted to the Ohio bar on 10 March 1845. Practicing law in Lower Sandusky he caused the name of that community to be changed to Fremont for that noted "pioneer". Later he practiced law in Cincinnati before being appointed Major in the 23rd Regiment, Ohio Volunteer Infantry in 1861 and was a Colonel by 1862. In 4 years active duty he was wounded as many times, once severely in the left arm at the battle of South Mountain, 14 September in the Antietam campaign. He resigned from the Army in 1865 as Brevet Major General and was elected Republican Representative from Cincinnati. During his second term he was elected Governor of Ohio in 1868 and served until 1872 and again in 1876 until elected President of the United States. In 1881 he declined to run for reelection and retired in his Spiegel Grove home in Fremont, Ohio until he died 17 January 1893.

On 27 December '41 the USS PRESIDENT HAYES shifted berths to the Norfolk Navy Yard where final conversion was completed. On 6 January 1942 she sailed for San Diego via the Panama Canal. During February and March civilians and service men dependents were evacuated from Pearl Harbor. On completion of this duty she began intensive amphibious assault training with Marines at San Diego, California in preparation for the day when our forces could take the offensive in the Pacific.

On 1 July she sailed with her cargo of Marines for the Tonga Islands to stage for the assault on Guadalcanal. There had been insufficient time to incorporate lessons learned from studies of the Japanese amphibious assaults and our own research into new construction of landing craft. Therefore the old style slow ship to boat to beach movement of troops had to be made. On the morning of 7 August, the landing force, comprised mainly of the 1st and 2nd Marine Divisions, took the enemy by surprise and landed on Guadalcanal and Tulagi.

Division of Naval History
Ships' Histories Section
Navy Department

HISTORY OF USS PIRANHA (SS 389)

X-E 182

U5

4 MAR 18

Copy 1954

#144

Although built late in 1943, the USS PIRANHA won five Battle Stars for her aggressive patrols, sinking over 12,277 tons of Japanese shipping. Construction on the 1525-ton submarine began as her keel was laid at the Navy Yard, Portsmouth, New Hampshire in July 1943. She was launched at a triple ceremony with the POMFRET and STERLET on 27 October. Mrs. William S. Farber, wife of Rear Admiral Farber splashed her bow with the traditional champagne as she slid down the ways. The new submarine was named for a small but very voracious South American fish, which often attacks men or large animals entering the water.

Lieutenant Commander Harold E. Ruble assumed command at the commissioning ceremonies on 5 February 1944. At the same time Captain C. W. Wilkins became Commander Submarine Division 242, of which the PIRANHA was flagship for the following year and a half. The shakedown period was conducted in the bitter weather off Portsmouth and New London during February and March. On 1 April she sailed to Key West, Florida for two weeks of advanced training, and then on to Panama. A short period at Balboa was followed by the long trip to Hawaii, where she arrived at Pearl Harbor in May 1944.

After a month of intensive pre-patrol training, the PIRANHA joined a wolf-pack known as the "Mickey Finns" -- PIRANHA, GUARDFISH, and THRESHER and on 14 June 1944 sailed on her first war patrol. The APOGON joined enroute, and the pack proceeded to the Luzon Straits Area. The area was known as "Convoy College". At the Formosan port of Takao six main-line convoy routes converge. There are the lines from Moji and Shanghai curving down through Formosa Strait. There are the direct runs from Hong Kong and Hainan; the main Singapore-to-Japan trunk coming up through the South China Sea; the line from Formosa to Palau, cutting directly across Luzon Strait. Japanese shipping was not entirely confined to these runs, for some of it raced along the eastern coast of Formosa, and Bashi Channel was alive with traffic. The campus of "Convoy College" was one of the busiest shipping areas in the Co-Prosperity Sphere. The "College" was officially opened when the GUARDFISH entered the area on 30 June.

The PIRANHA began the shooting for the "Mickey Finns" on July 12th. The target, caught off northern Luzon, was the 6,504 ton passenger-cargoman NICHIRAN MARU. Four days later, at the western side of the strait, the PIRANHA's torpedoes smashed into another passenger-cargoman, and down went the 5,733-ton SEATTLE MARU. On that same day she sent a contact report to the GUARDFISH, ranging in waters southeast of her, on a convoy above Lingayen Gulf. In the ensuing battle, the GUARDFISH sank the JINZAN MARU and the freighter NANTAI MARU. The convoy fled southward with the submarine in pursuit. The next day she picked off another freighter. The GUARDFISH circled to the northward and caught a second convoy two days later about midway between Hainan and the northern tip of Luzon, from which she subtracted another freighter. Meanwhile the THRESHER had downed two more freighters. So the "Mickey Finns" concluded a wolf-pack foray which cost the enemy about 41,000 tons of merchant shipping, and the PIRANHA returned to Majuro on 8 August 1944 for her first refit.